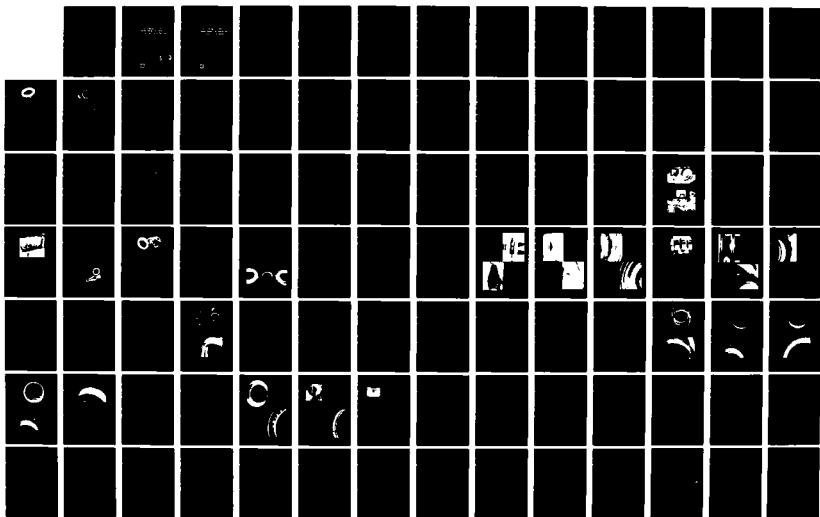
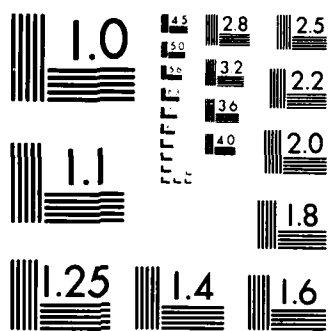


LOW LEAKAGE TURBINE SHAFT SEALS FOR ADVANCED COMBINED
CYCLE SYSTEMS(U) SOLAR TURBINES INC SAN DIEGO CA
G W HOSANG NOV 84 5R84-R-4622-36 N00024-78-C-5345

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Low Leakage Turbine Shaft Seals for Advanced Combined Cycle Systems

Contract N00024-78-C-5345

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Final Report

Low Leakage Turbine Shaft Seals for Advanced Combined Cycle Systems

Prepared by:
George W. Hosang

Prepared for:
Naval Sea Systems Command
Department of the Navy
Washington, DC 20362

SR84-R-4622-36
November 1984

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SYNOPSIS

Advanced combined-cycle (COGAS) steam turbine overall system complexity and reliability can profit dramatically from low-leakage seals. The most critical seal locations are the high speed mainshaft seals at the bearings. The optimum seal system was selected as utilizing the feedwater as a buffer fluid. It was further shown advantageous from at least seal performance, life and reliability standpoints to vent the turbine high pressure end also to condenser vacuum. Three candidate late state-of-the-art low/zero leakage face seal assemblies were selected for manufacture and experimental test in a specially-modified test rig. Testing demonstrated that leakage rates from zero to 11 liters/day (3 gal/day) at speeds up to 92 m/sec (310 ft/sec) could be achieved at practical values of buffer pressure. These rates therefore met both the program objective of less than 11 liters/day (3 gal/day). Higher than anticipated parasitic drag was measured. A seal design which overcomes this drag was proposed. Limited cyclic endurance testing was carried out.

ACKNOWLEDGEMENT

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SUMMARY

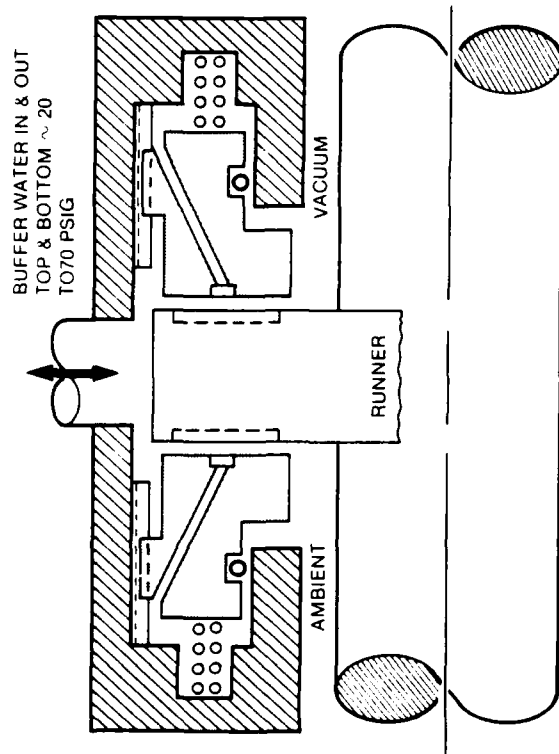
Two face seal assemblies, one manufactured by Crane using a spiral groove configuration and the other by Koppers, met program leakage goals of less than 11 liters/day (3 gal/day) at peripheral speeds up to 90 m/sec (300 ft/sec). Both used feedwater-supplied buffer water as required by advanced combined cycle steam turbomachinery. It was shown to be advantageous, at least from seal performance, life and reliability standpoints, to vent the turbine high pressure end also to condenser vacuum.

Limited cyclic endurance testing based on a typical destroyer mission profile was carried out.

Higher-than-anticipated parasitic drag and cavitation erosion damage were encountered at the upper end of the speed range. Both of these effects were caused by using a flooded runner (in the buffer water). A further design innovation of the spiral groove seal was proposed to circumvent both problems. This involved venting the outer area of the seal chamber also to the condenser vacuum and supplying the buffer water through internal passages in the stationary seal.

The proposed spiral groove seal design that eliminates flooding of the runner was not built and tested. However, test results on the present seal configurations gave confidence in the design since all cavitation damage encountered appeared to occur as a result of the runner outer circumference being flooded. The seal interface of the vacuum side in the testing showed no indication of cavitation damage.

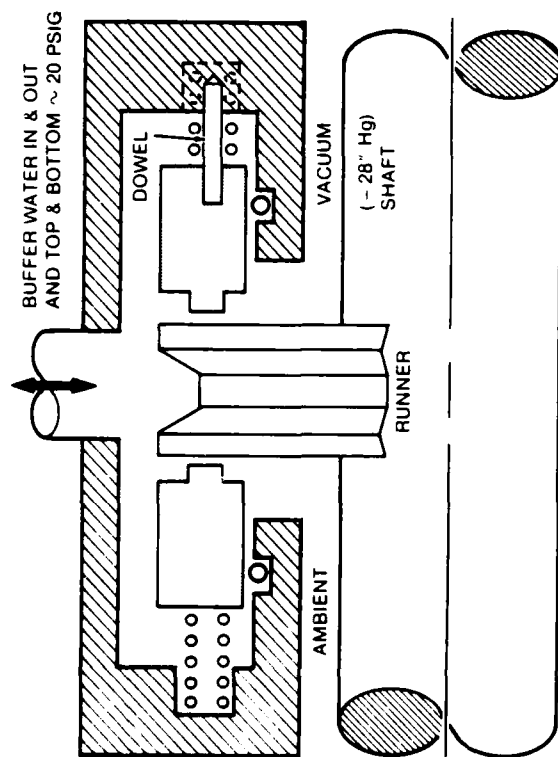
The results of this program are illustrated in Figures 1 through 3.



- 2 SEALS TESTED
- 0 TO 15,000 RPM MEETS PROGRAM GOAL < 3 GPD
- ~ 17 HOURS ENDURANCE
- CAVITATION EROSION — MAJOR
- JOURNAL BEARING-LIKE SEPARATION OF ROTATING AND STATIONARY SURFACES



Figure 1. Crane (NASA-Solar) Spiral Groove Face Seal



STATUS

- 2 SEALS TESTED
- 0 TO 15,000 RPM LEAKAGE MEETS PROGRAM GOAL < 3GPD
- 70 HOURS OF ENDURANCE CYCLING ~ 15 HOURS @ 15,000 RPM
- PINS FAILED
- SOME CAVITATION EROSION



Figure 2. Koppers Face Seal

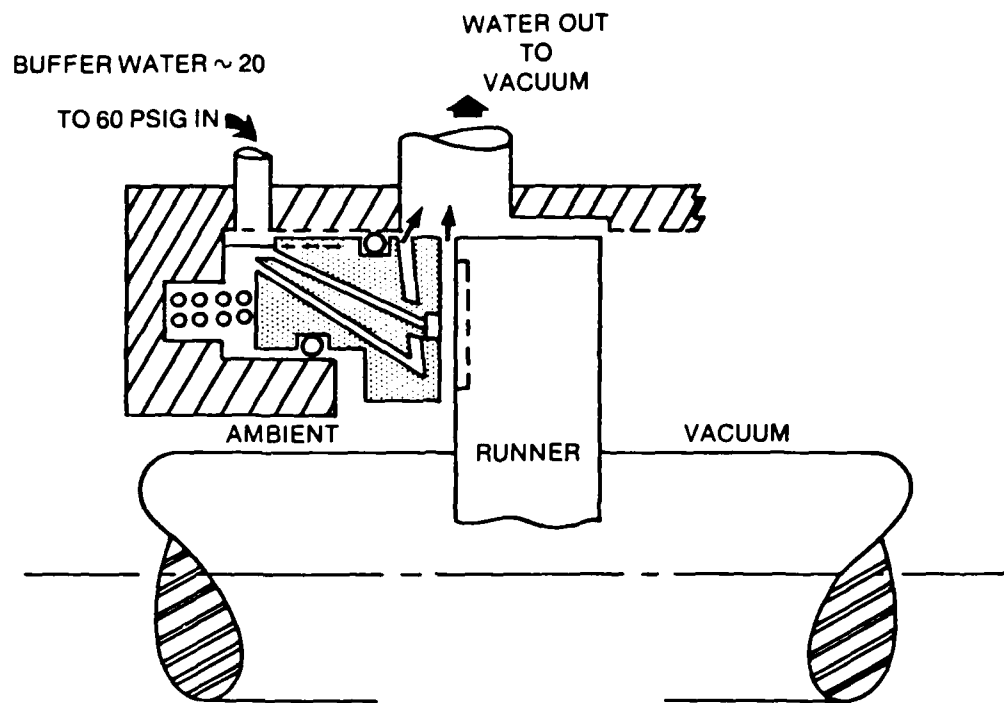


Figure 3. Modified Spiral Groove Seal

1

OBJECTIVE

The objective of this program was to adapt the latest state-of-the-art low leakage seal technology to seals of advanced combined-cycle (COGAS) steam turbines for U.S. Navy shipboard application. The purpose was to reduce system water loss to a minimum and thereby minimize make-up water requirements and water treatment system complexity. Conduct of this program in advance of the steam turbine detail design would allow the results to be factored into the overall design on a timely basis.

2

PROGRAM APPROACH

- . Establish steam turbine seal design criteria including the impact of projections of leakage rates over the anticipated turbine life on feed-water make-up system requirements.
- . Review sealing state-of-the-art.
- . Establish the most critical seal application.
- . Design and fabricate low-leakage system(s) and seals in consultation with recognized leading seal manufacturers. At least three candidate test seals would be procured.
- . Establish an experimental test facility by modifying an existing turbo-machinery test rig for realistic evaluation.
- . Conduct experimental tests, including performance and endurance running and acquisition of appropriate data, to determine the best suitable configuration for the turbine seal system.
- . Prepare design guidelines to facilitate the incorporation of that system in the actual turbine.

3

INTRODUCTION

Water treatment complexity and reliability remain primary obstacles to the introduction of combined cycles in the small (3 to 15 MW) marine, naval and industrial engines. After 40 years of development "modern steam practice" still requires complex water chemistry to control pH, O_2 and dissolved solids in the feed water and boiler steam drum. Figure 4 shows a conventional steam plant. Water chemistry must be carefully balanced to prevent corrosion in the mild steel system, scale deposits in the boiler and foaming in the steam drum. Chemicals are often added on a daily basis to maintain the system within closely monitored and controlled limits. As a consequence "blowdown" of the boiler water is necessary to keep the total dissolved solids down to acceptable limits (1500 ppm). If salt water seepage occurs in the condenser, or the makeup water has high dissolved solids, continuous blowdown may be required.

In addition to makeup water required to replace blowdown, turbine gland seal leakage, sootblower steam flow, deaerating feedheater vent losses, feedpump shaft seals, and air ejector condenser vent losses are common sources of water loss requiring makeup water. Systems with total leakage of over five percent of the steam rate have been reported.

Small steam plants incorporating conventional technology have many limitations that make them less competitive for Naval combined cycle applications. Such units should ideally have unattended operation capabilities. This would include no requirements for supplies of chemicals for water treatment and for specially trained personnel. Further, conventional systems are bulky, expensive, and have slow start-up characteristics and complex controls, particularly as compared to the gas turbine units with which they are to be integrated.

One possibility for an attractive system involves a once-through steam generator and a water treatment strategy requiring no "active" chemical additions. As a first approximation it can be assumed that most of the dissolved solids that are in the feedwater of a once-through boiler will deposit on the tubes. Therefore dissolved solids must be kept at very low levels (<0.1 ppm TDS) to prevent rapid scale build-up. Supercritical boiler practice, automotive compact boiler development work, and some nuclear power plant practice have indicated that modern mixed-bed de-ionization (DI) resins can be used to maintain dissolved solids below this limit. Since no chemicals are added to the boiler water in this process, it appears to the operator as a "passive" system particularly if the DI beds do not require frequent regeneration or replacement. Water is passed through the bed of resins and dissolved solids are removed without any action required of the operator. If the system leakage can be maintained sufficiently low, a relatively small

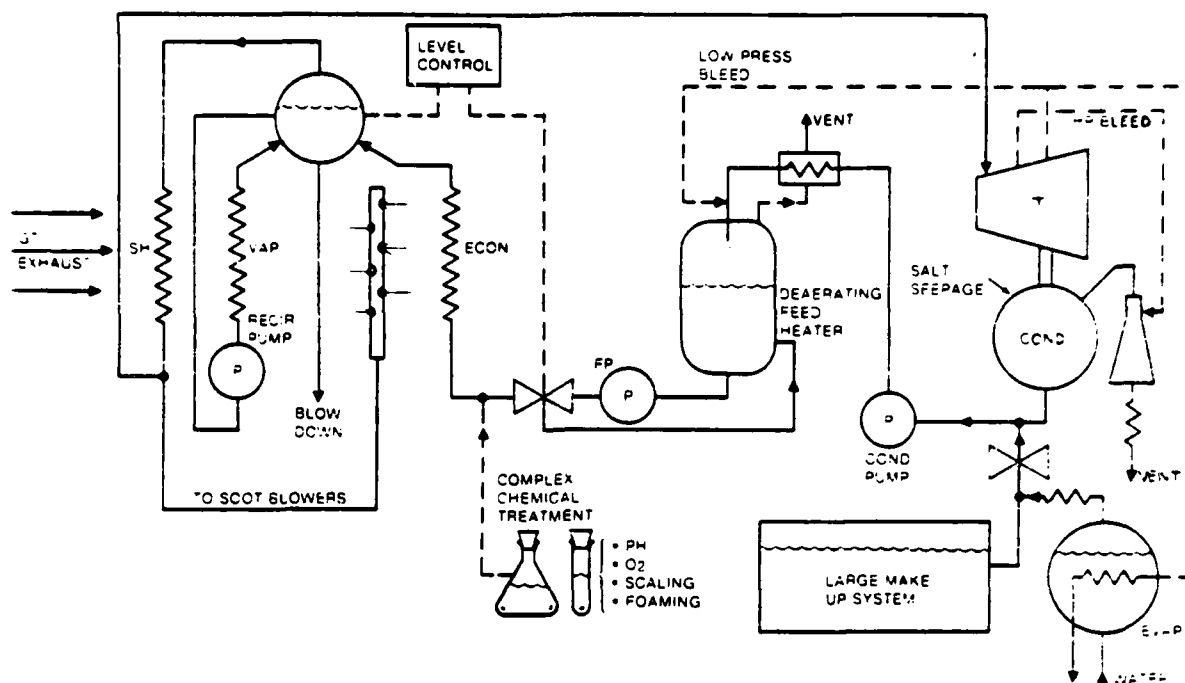


Figure 4. Conventional Steam Systems

volume of (low cost) resins can be used. As they are used up they can either be recycled back to the supplier or scrapped. Such an approach should be feasible for leakage rates as high as one percent of steam flow. Figure 5 illustrates such a system.

With state-of-the-art technology a "tight" system can be obtained in which once-through shaft leakage causes virtually all of the makeup feedwater requirements and consequent requirements for evaporators, storage tanks, DI bottle sizes, and replacement periods can be eliminated or possibly reduced to negligible factors. By elimination of large quantities of steam mixed with the air, the seal vent condenser can be eliminated and the problem of having to deaerate large quantities of water per minute would be eliminated. A much lower level of dissolved oxygen may also be obtainable with minimal air to water mixing. Modern closed-cycle refrigeration systems are examples of large scale systems where "makeup" has become a negligible problem. No fundamental physical breakthroughs are necessary to achieve these goals with the steam systems.

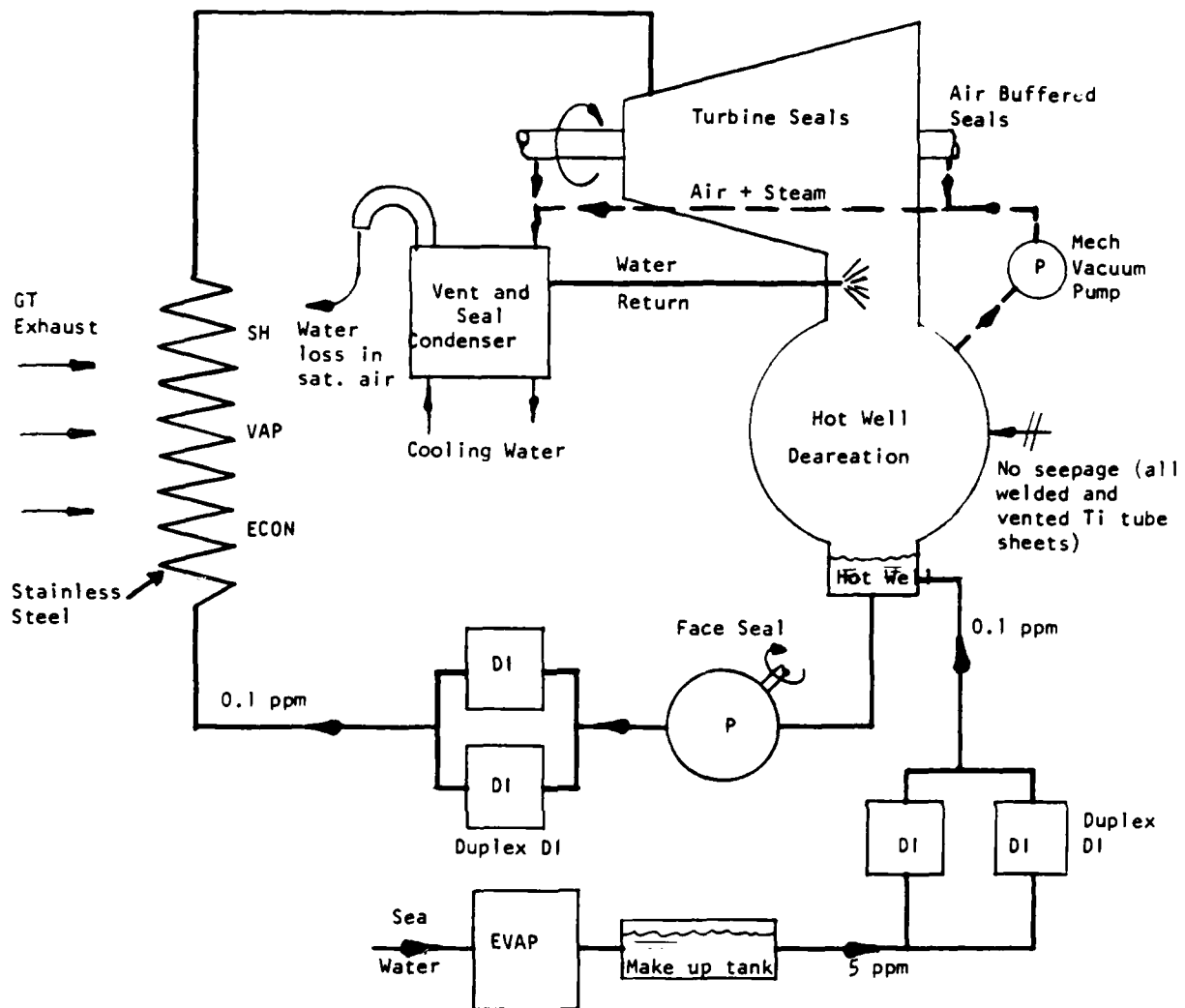


Figure 5. Automatic Water Treatment System for One Percent Make-Up

4

INVESTIGATION

4.1 SEAL SYSTEM DEFINITION

The optimum combined cycle turbine overall seal system configuration was chosen to be one having a buffer fluid. This is a proven approach in steam turbines, gas turbine engines, and (natural) gas boost compressors to minimize or eliminate loss and contamination of the process fluid. There are three logical choices of buffer fluid which, if mixed through leakage with the process water/steam, would not decompose in the superheater at 480°C (900°F). One is air which already has to be eliminated from the system and whose use, therefore, would place an added burden on the deaeration equipment. The second, process steam, would incur considerable complication, e.g. insulation requirements, to ensure that the steam did not condense in the seals and present difficult-to-handle two-phase flow conditions. Further, the presence of high-temperature steam in close proximity to the bearings could create adverse heat transfer problems for them as well as raise the possibility of large temperature gradients in the vacuum-end seals and associated components. This would render very difficult maintenance of the degrees of squareness and flatness necessary for proper operation of low leakage seals. The third, and considered most attractive, is the feedwater itself. The optimum point in the overall system to obtain the water would be from the condensate (boost) pump outlet where the pressure would, according to present system concepts, be more than adequate and the temperature would be at the system minimum, that is, as low as 33°C (92°F). At this temperature the potential for cooling is greatest, there would be no need for insulation of the buffer fluid lines and passages, the potential incorporation of water-lubricated bearings would be most facilitated, cycle efficiency loss effects would be minimized, and the technology "jump", compared to the use of steam, would also be minimal. Items which require attention would be avoidance of cavitation and boiling of the water at any interface with the condenser vacuum.

4.2 TEST FACILITY

An available test rig drive unit and speed control used previously for seal evaluations was nominated for the COGAS steam turbine seal work. A cut-away drawing of it is shown in Figure 6. Figure 7 shows a schematic of the test rig. Double face seals are shown since they were considered at least promising candidates to attain the target values of leakage and they were thought to require the most space. Figure 8 shows the detail design of the seal test chamber. It was originally intended to endurance test two seal assem-

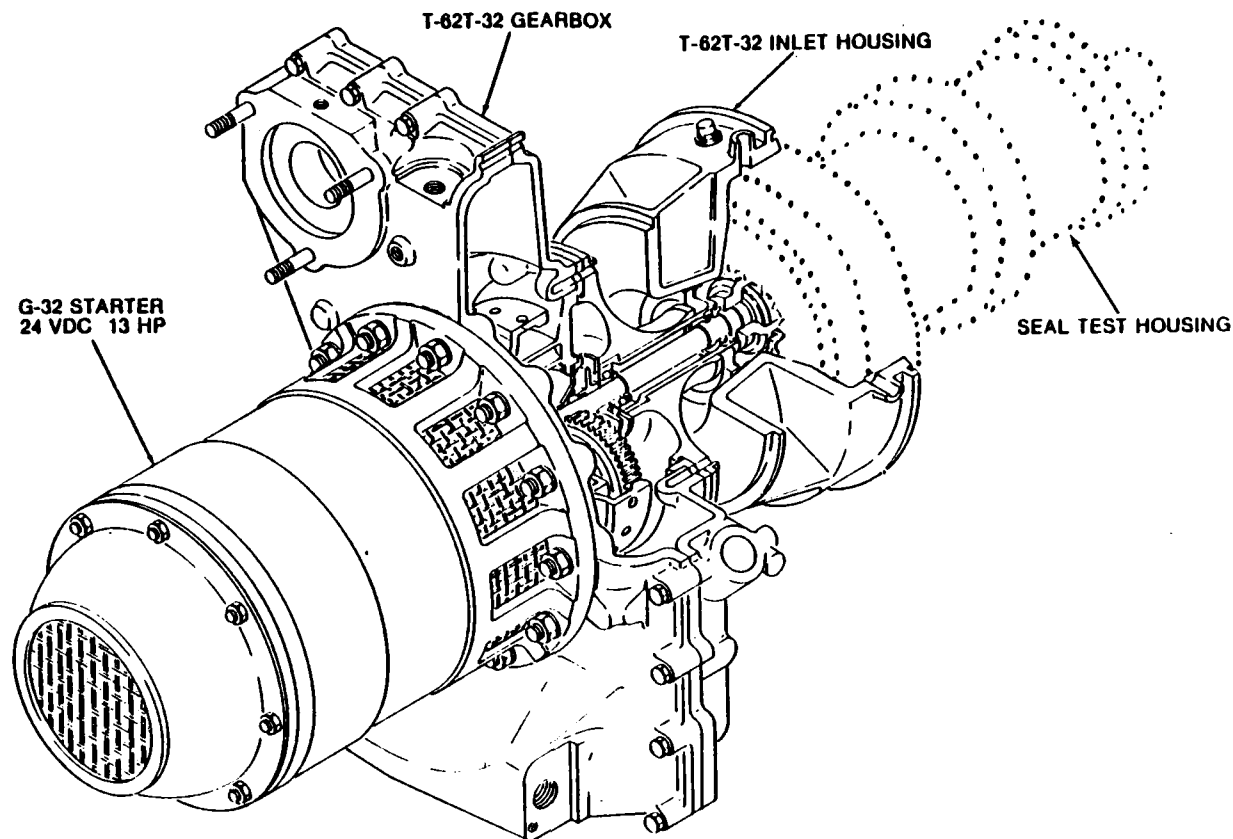


Figure 6. Seal Test Rig

blies simultaneously in a tandem rig but during the initial testing the power requirements were found excessive for the motor.

A closed-loop water circulation system was designed for integration with the test rig to provide the buffer system. The closed-loop configuration was selected for several reasons: comparative ease of water chemistry control, more accurate measurement of flows and leakage rates, and conservation of water. This system was also integrated with the vacuum pump. System flow and pressure was maintained by a two-pump assembly, one of which was powered by a variable speed drive for overall system flow control. The potential vacuum pump requirement to handle (liquid) water leaking past the test seal(s) into the vacuum chamber dictated that the pump be of the liquid-ring type and, for the purposes of leakage flow measurement and cooling, that it be wholly connected into the system. Sufficient flow measurement plumbing connections to two rotameters were provided to permit, together with collection-type measurements, accounting for all the system water (volume) and flows. Pressure and temperature regulators were included as appropriate for system control and untended operation during the endurance-test phase of the program. Additional plumbing lines were provided to permit some individual variation in buffer flow without affecting pressure, as might be required for purposes of heat rejection studies. In addition, the water tank could be sealed and

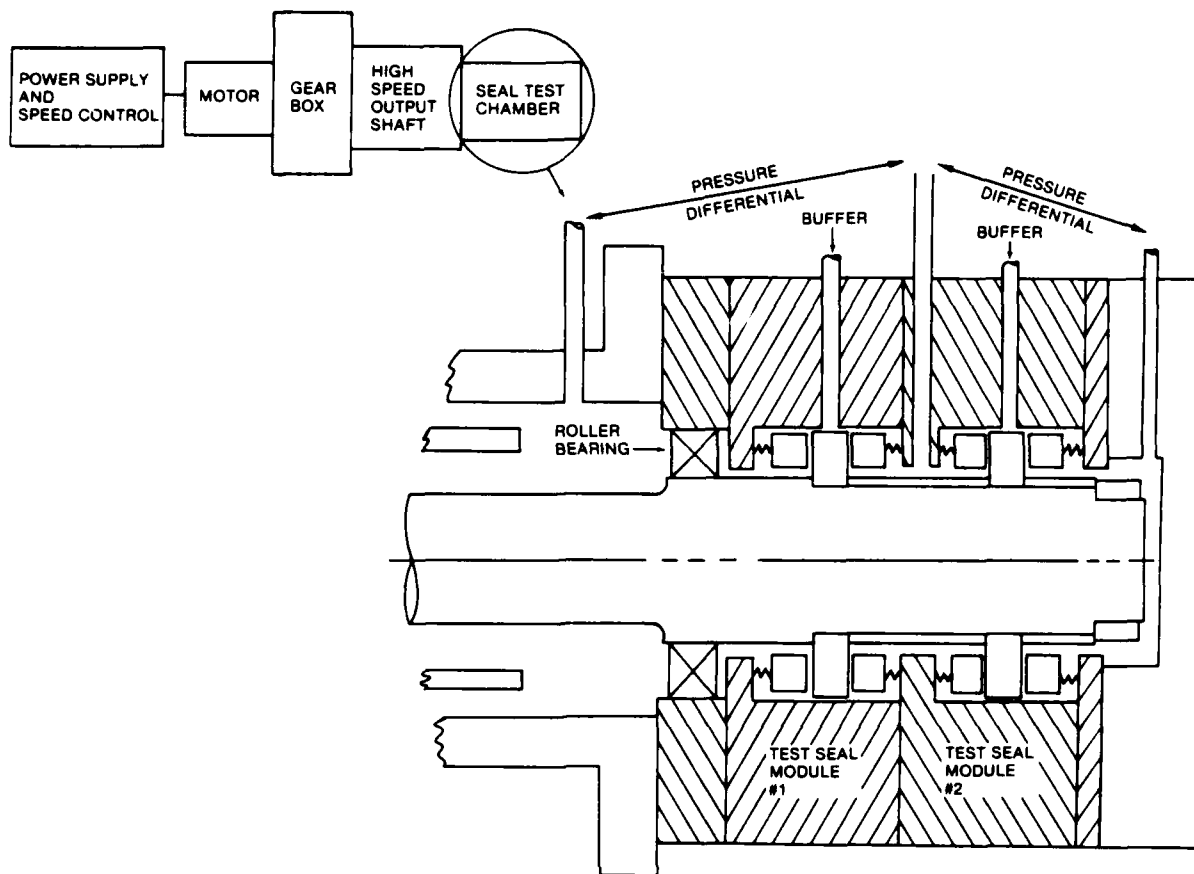


Figure 7. Turbine Seal Test Rig Schematic

bottled nitrogen bubbled through it at a slight pressure for purposes of de-oxygenation.

The instrumentation employed with the testing comprised:

- . Iron-constantan (Type J) thermocouples and a series 400A "Trendicator" acquisition system with Model 405A multi-point selectors.
- . International Technical Industries miniature magnetostrictive pressure transducers (which never functioned properly in the water "environment").
- . Bently-Nevada 190 series and special 28918-01 proximity probes and Model 3106-2800 "proximitors" (driver-detectors).
- . Tektronix Model 5103N oscilloscopes with (in varying combinations):
 - Model 5A15N amplifiers
 - Model 5A18N dual-trace amplifiers

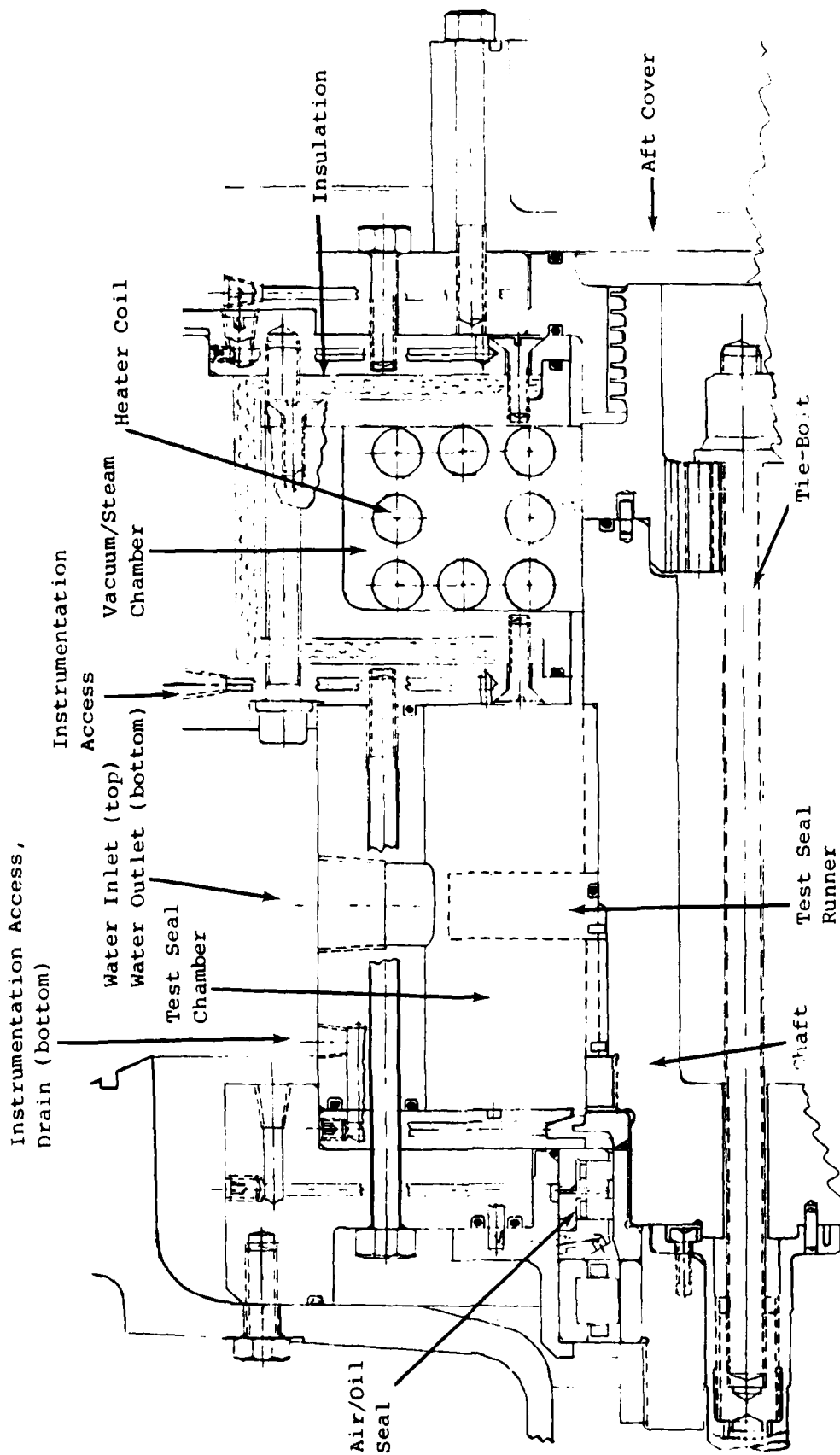


Figure 8. Seal Test Rig - Single Seal, Performance Test Configuration

- Model 5A14N 4-trace amplifier
- Model 5B10N time base
- . Ashcroft bourdon-tube, glycerine-filled pressure gages
- . Eldorado Model 225 digital frequency counter (speed indication)
- . Weksler compound pressure/vacuum gage, 0-30 in. Hg, 0-30 psi
- . Brooks Instrument, Division Emerson Industries Model 1110-09H3B1A and Model 1110-08H2B1A rotameters
- . Mid-West Instrument Company Model 111S differential pressure gage
- . Pacific Chromalox Model ARTMS-1000 thermostatically-controlled heater (in water tank).
- . Fluke Model 8000A digital multimeter

4.3 DESIGN CRITERIA

The design criteria and constraints established for and by the rig and closed-loop water system were:

- . shaft nominal diameter - 70 mm (2.75 in.)
- . nominal rotational speed - 15000 rpm
- . seal nominal mean surface speed - 90 m/sec (300 fps)
- . vacuum (sealed) - 38 mm (1.5 in.) Hg, abs.
- . bearing sumps (sealed) - atmospheric with turbine-type lubricant at bearing-generated temperatures
- . water flow, approximate maximum - 32 liters/min. (8.5 gpm)
- . simulation of actual operating conditions
 - intended seal life - 15000 hours
 - target leakage, total - less than 11.5 liters/day (3 gal/day)
 - starting - steam turbine practice
 - from windmilling idle
 - unloaded
 - emergency
 - speed range and changes comparable to prime mover (gas turbine) power turbine

- shutdown - steam turbine practice
 - potential for gas turbine-type practice
 - emergency
- static sealing capability
- . scalability for potential turbine uprating

4.4 CANDIDATE SEAL DESIGNS

Proposals were obtained from five leading seal manufacturers:

Borg-Warner, Temecula, CA
 Crane Packing Co., Morton Grove, IL
 Koppers Co., Baltimore, MD
 Sealol Corp., Providence, RI
 Stein Seal Co., Philadelphia, PA

Their submittals are shown in Appendices I-1 through I-5. After careful consideration of the relative merits of each and a parallel review by NAVSEA personnel the vendors and configurations below were selected for manufacture and testing. The candidates selected were double face seals since these offered the greatest promise for achieving target values of leakage with what was considered a conservative approach and thereby maximizing reliability potential. The face seal configuration features a (rotating) runner which is virtually identical to a hydrodynamic thrust bearing runner. A carbon stationary member is loaded against it by springs and, during operation, also by a second force arising from differential pressures and areas. For use in the buffer seal system selected for investigation here, two stationary seals were arranged on either side of the runner and the water buffer fluid confined in the area radially outward of these components, as shown in Figure 9. The flow of buffer water, obtained from the condensate boost pump, could be prescribed at any value required for adequate cooling.

Type 1. Crane Packing Co. - double spiral-groove face seals (Crane design)

- ambient side - "outward-pumping" seal with shallow spiral groove pattern on the runner to create a pumping action and pressure differential sufficient to oppose radially inward leakage of the buffer water. Any buffer water leakage at this seal interface constitutes a loss of system water.
- other side - "inward pumping" seal with shallow spiral groove pattern on the runner to create a pumping action and pressure rise to a value equal to or slightly greater than the sealed pressure.

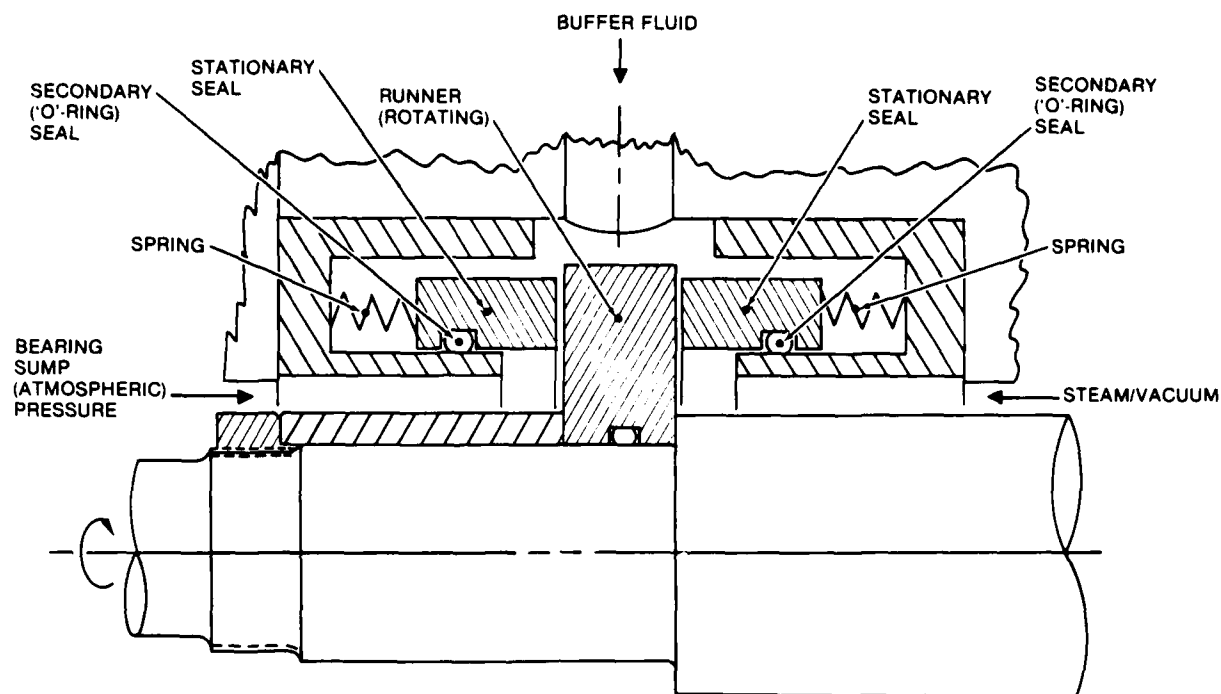


Figure 9. Example Face Seal Arrangement for Buffer Seal System

- Solar source control drawing RSK 230832, pages 1, 2 and 3 (shown in Appendix II-1) show the finalized design including interface details with the rig seal test chamber. A single runner and two pairs of stationary seals were procured, one pair of the latter with instrumentation passages. (This assembly underwent only limited testing because of a build error and a determination that system performance and reliability would be greatly enhanced by venting the seals at both ends of the steam turbine rotor to the condenser vacuum.

Type 2. Crane Packing Co. - double spiral groove face seals (NASA-Solar design).

- "outward-pumping" seals with slightly deeper spiral groove pattern than 1. above on both faces of the runner and with hydrostatic buffer water supply to create a pumping action and pressure rise to oppose buffer water leakage to atmosphere (external loss from system) and to the vacuum side; buffer pressure somewhat greater than ambient.
- Solar source control drawing RSK 230832 pages 1, 4, and 5 (in Appendix II-1) show the finalized design including interface details with the rig seal test chamber. This assembly utilized common housing components with 1. above.

A single runner and one pair of stationary seals with instrumentation passages were procured. Figure 10 shows a labelled cross-section of this assembly complete with instrumentation.

Type 3. Koppers Co. - double face seals.

- nominally rubbing-contact seals which limit radially-inward leakage of buffer water at a higher pressure than ambient for both ambient-side and vacuum-side interfaces.
- Solar source-control drawing RSK 230833 (Appendix II-2) shows the finalized design including interface details with the rig test seal chamber. A single runner and two pairs of stationary seals with instrumentation passages were procured. Figure 11 shows a labelled cross-section of this assembly complete with instrumentation.

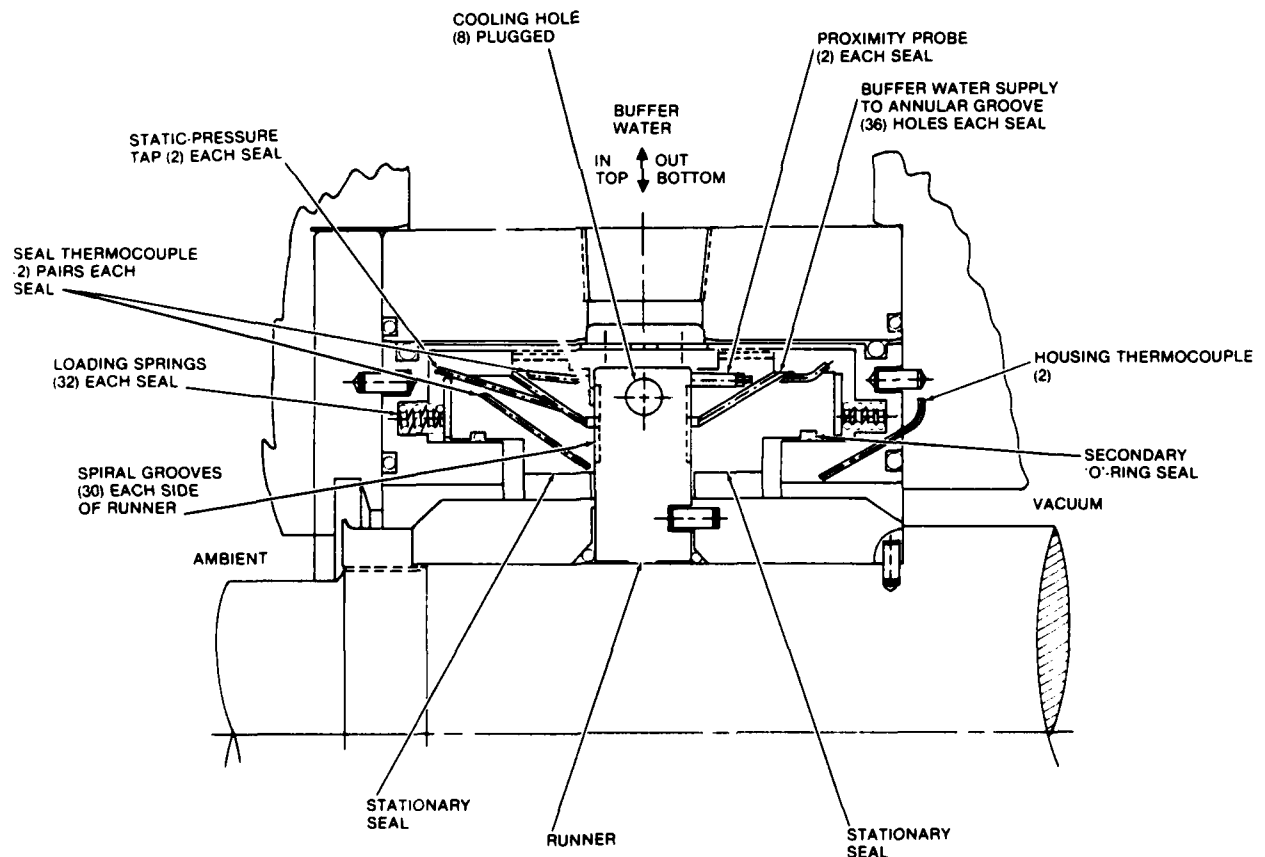


Figure 10. NASA-Solar Crane Design Spiral Groove Face Seal Assembly

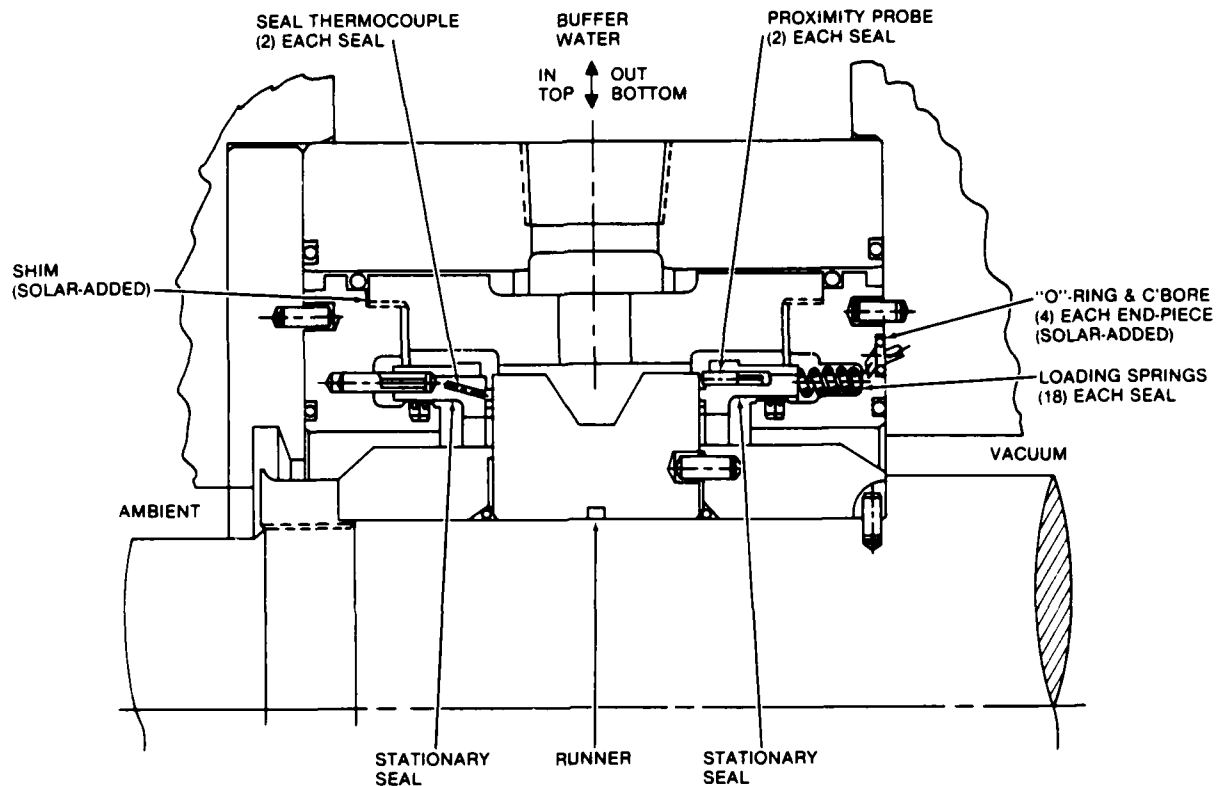
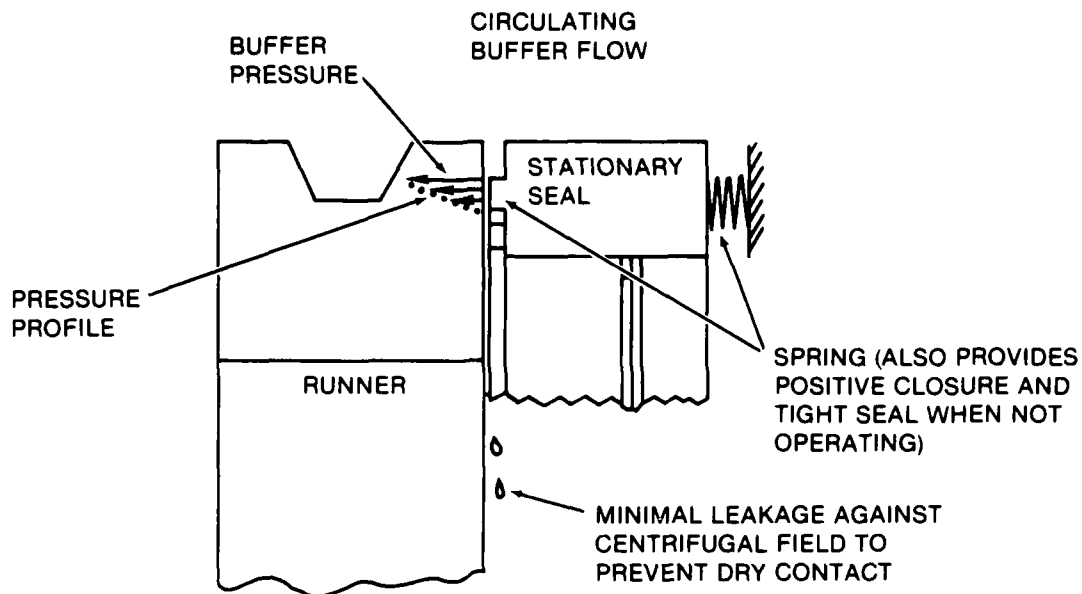


Figure 11. Koppers Face Seal Assembly

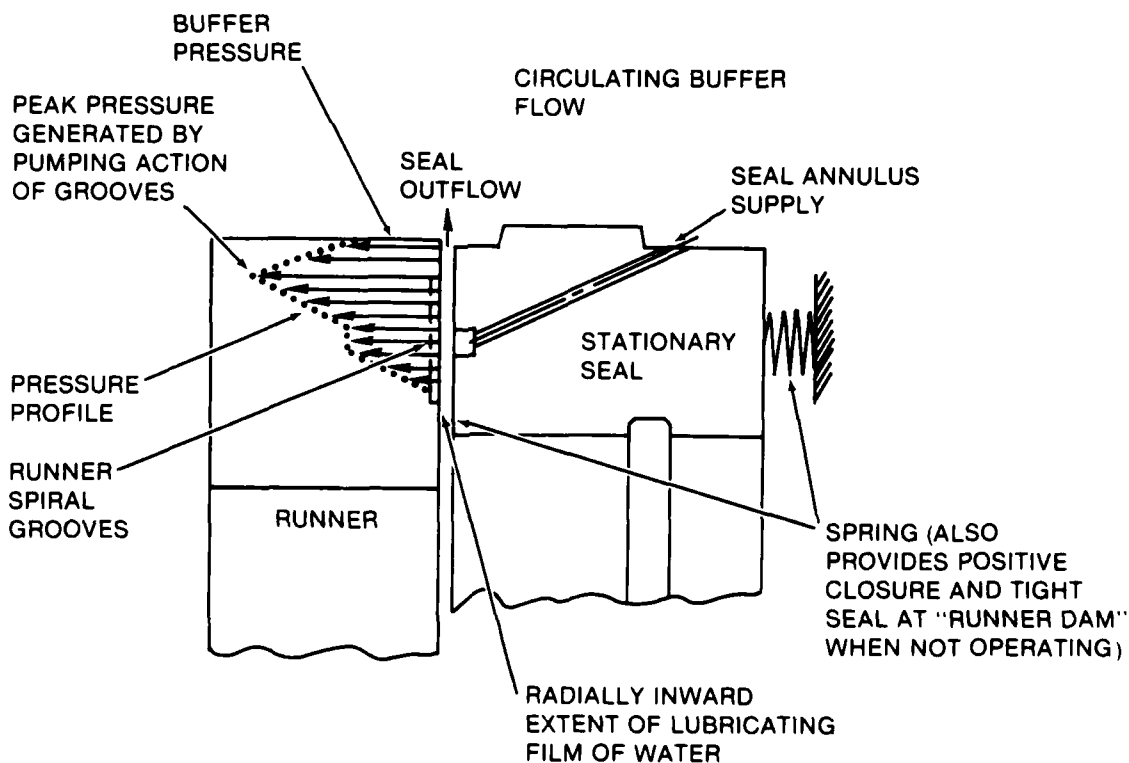
4.5 DESIGN CHARACTERISTICS OF NASA-SOLAR AND KOPPERS SEALS

Figure 12 shows the generalized pressure profile at the interface between the runner and the stationary member of the NASA-Solar spiral-groove and Koppers seals under evaluation. The NASA-Solar configuration (pioneered for liquid sodium applications in water-lubricated testing by NASA) can produce true zero leakage at turbomachinery speeds over a wide range of operating conditions, as demonstrated in oil-lubricated testing conducted previously by Solar at least. Also, operating lubricant film thicknesses can be somewhat greater than with other face seal types, thereby reducing sensitivity to foreign material and/or component accuracy requirements and tending to reduce heat generation. All of these factors, of course, would augur well for the extended lives intended for these seals.

Within the envelope size of the Crane-design components, the NASA-type seal was configured to operate (i.e., produce zero leakage) at least up to a pressure differential of 345 kPa (50 psi) at 15,000 rpm at a minimum film thickness (separation of rotating runner and stationary member) of 0.023 mm (0.0009 in.) and temperature rise of 5.5-11C° (10-20F°) due to shear losses in the interface water lube film. At 5,000 rpm the pressure differential capability would be at least 170 kPa (25 psi) at a film thickness of 0.015 mm (0.0006 in.). With a different (higher) spring loading, the maximum



**INTERFACE AREA OF KOPPERS
FACE SEAL**



**INTERFACE AREA OF NASA — SOLAR
SPIRAL GROOVE FACE SEAL**

Figure 12. Seal Interface Pressure Profiles

pressure differential at 15,000 rpm could be increased to at least 585 kPa (85 psi) at a film thickness reduced to about 0.017 mm (0.00065 in.) and with a temperature rise of about 14C° (25F°). Operation at a film thickness of 0.017 mm (0.00065 in.) would still be as intended, at values similar to the minimum film thicknesses in standard oil-lubricated journal bearings. Figures 13, 14 and 15 and Tables 1, 2 and 3 show sample results from a Solar-developed computer program for the analysis of this type of spiral groove seal.

The Koppers "rubbing contact" face seal design also features two stationary carbon members lightly loaded with 96 N (21.6 lb) against either side of a rotating runner but with a comparatively narrow annular sealing land on each. The operating film thickness with this type was expected to be of the order of 0.0025 mm (0.0001 in.), i.e., in or close to the "boundary" lubrication regime. The leakage rate was estimated to be 3.3-5 cc/min (1-2 gal. per day) at the 586 kPa (85 psig) pressure differential and was the lowest of all the outside-vendor proposals.

It is believed that the selected candidate test seals, together with the water buffer system, provided an excellent spectrum of possible approaches to the long-life low leakage sealing requirements of advanced combined cycle steam turbomachinery. Furthermore, it was anticipated that this investigation would provide design choices rather than be simply an elimination process.

4.6 TEST SET-UP

4.6.1 Test Rig

Figure 16 illustrates the test rig drive assembly. Figure 17 shows the whole test rig with the 37 kW (50 hp) motor procured for this program when it was found that the original 10 kW (13 hp) motor was inadequate.

Wetted stationary parts were made of AISI 304 stainless steel and shaft components of 17-4 PH stainless steel. Other parts were made of black-oxidized AISI 4340 steel.

The variations in test rig speed, simulated condenser vacuum, and buffer water temperature for untended operation were produced by a Research Inc. Model 73211 microprocessor programmer as follows:

- . rig drive motor speed variations by "ramped" millivolt signal to appropriate input in motor SCR controller.
- . vacuum variations by opening and closing solenoid valves in parallel lines with vacuum regulators at appropriate settings leading to vacuum pump inlet.

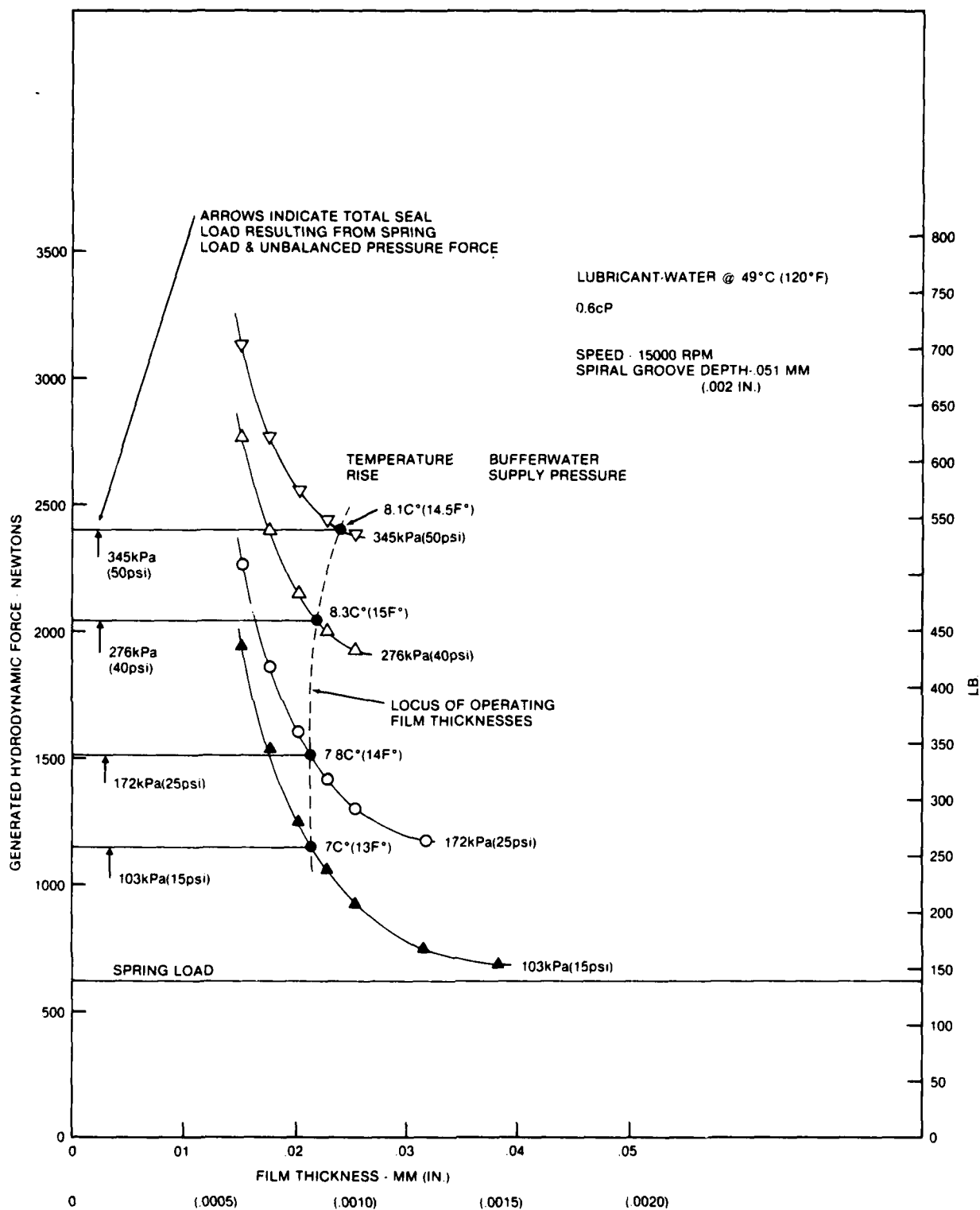


Figure 13. Computed Performance of NASA-Solar Spiral Groove Face Seal

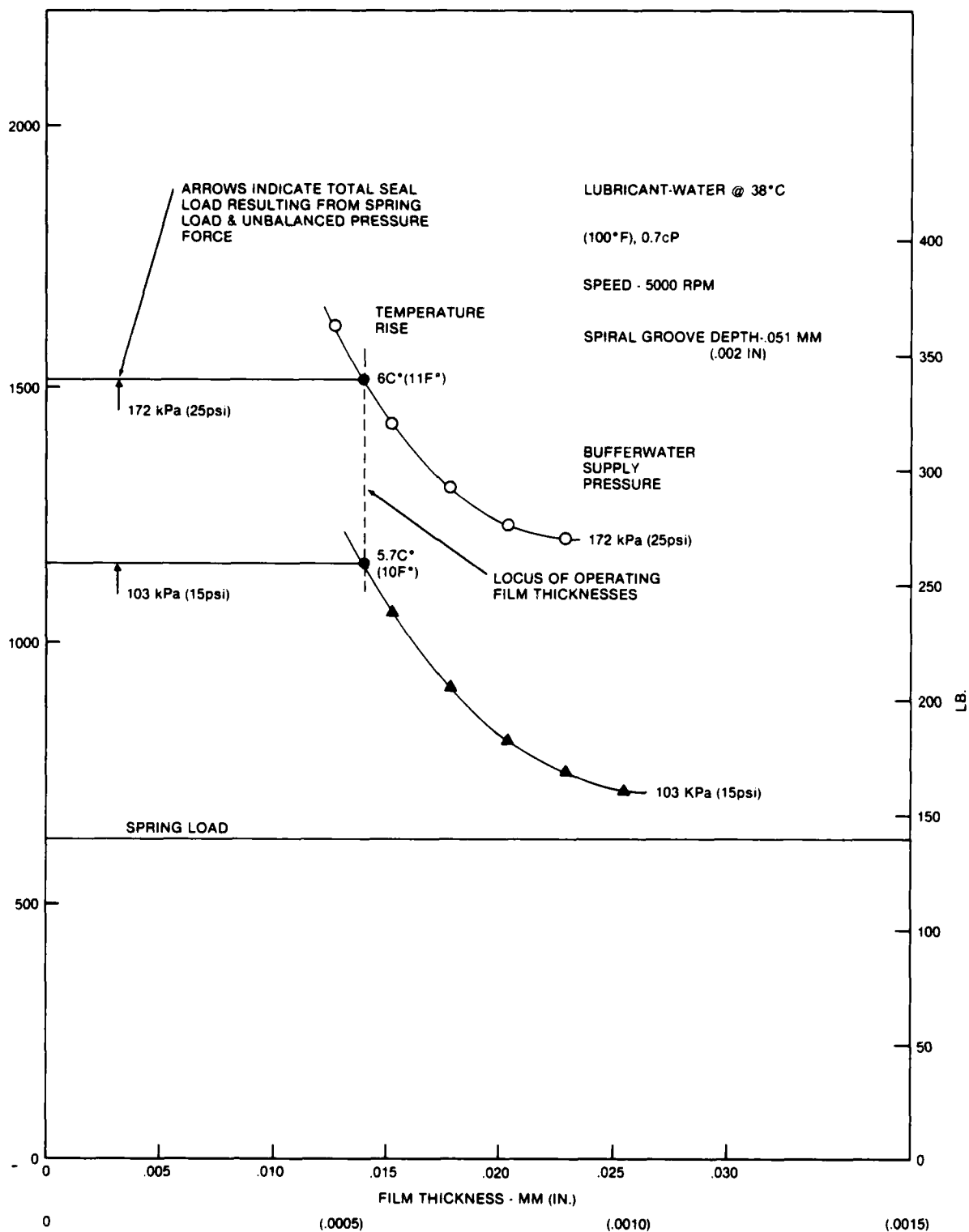


Figure 14. Computed Performance of NASA-Solar Spiral Groove Face Seal

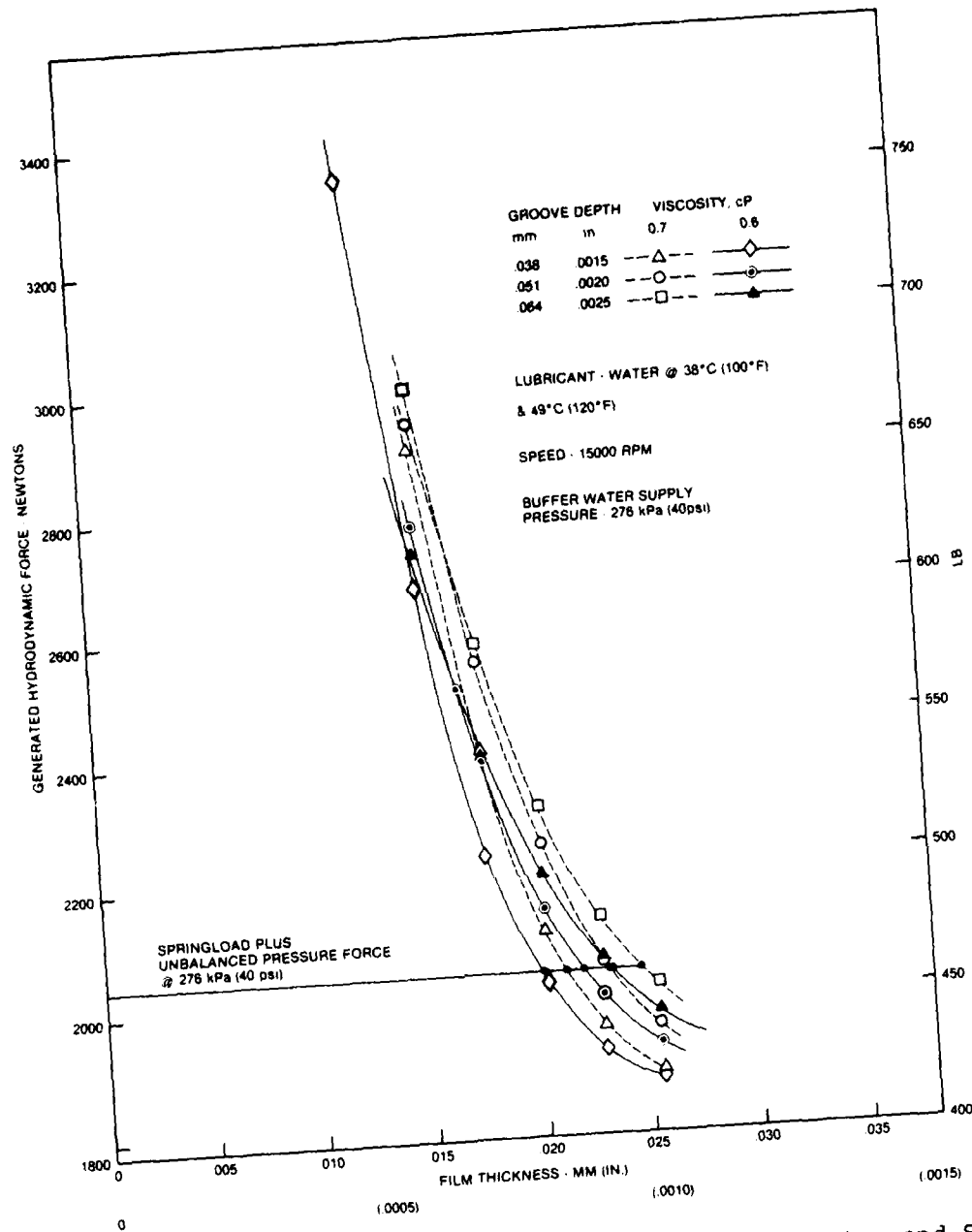


Figure 15. Effects on Computed Performance of Viscosity and Spiral Groove Depth - NASA-Solar Face Seal

- buffer water temperature variations by opening and closing solenoid valves in parallel lines with valves at appropriate settings leading to heat exchanger.
- Buffer water pressure variations by "ramped" millivolt signal to a Fischer pneumatic valve feeding the dome of the system pressure regulator.

Sample Computer Program Output for NASA-Solar
Spiral-Groove Face Seal

[illegible][illegible]

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Table 2

Sample Computer Program Output for NASA-Solar
Spiral-Groove Face Seal

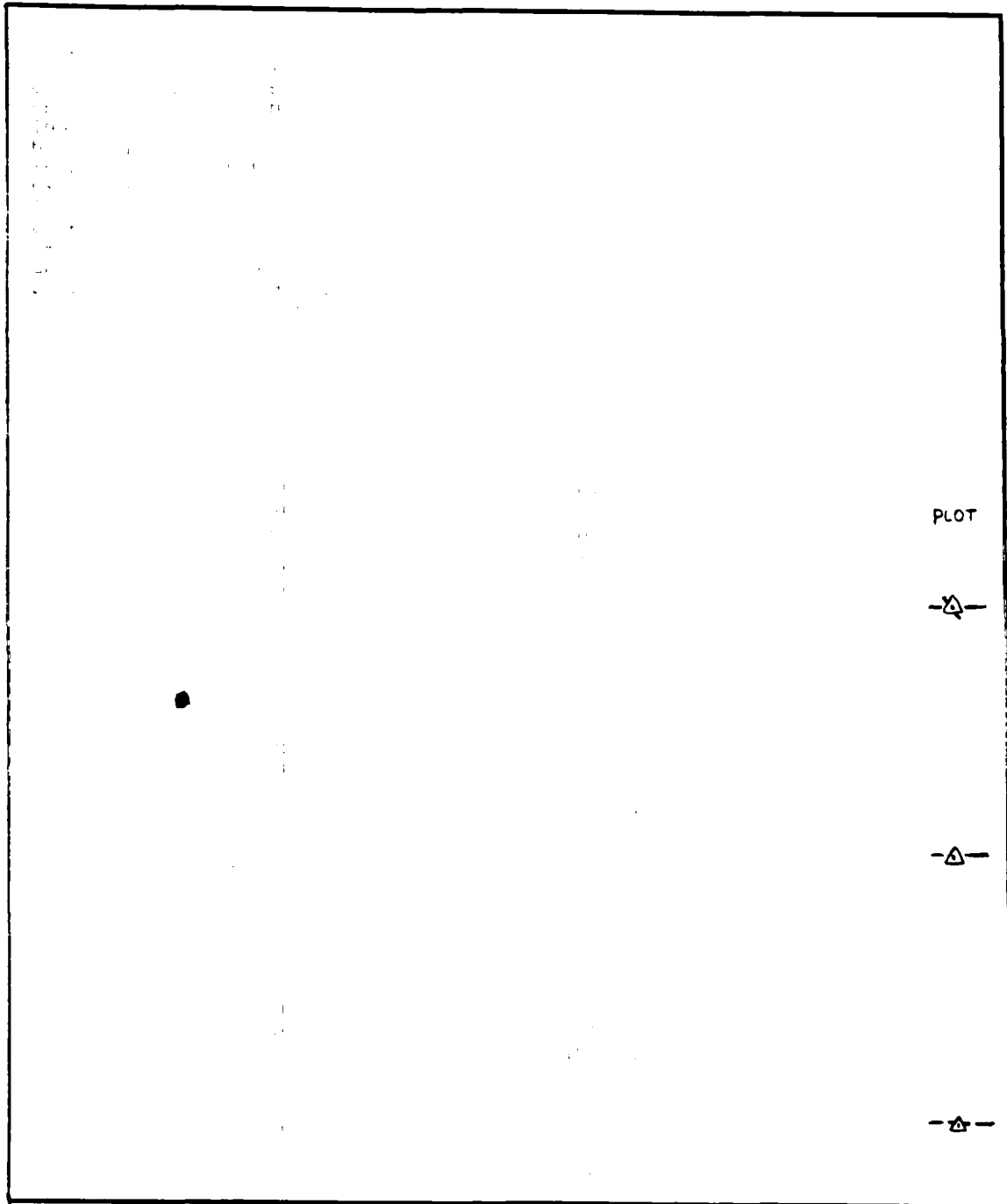
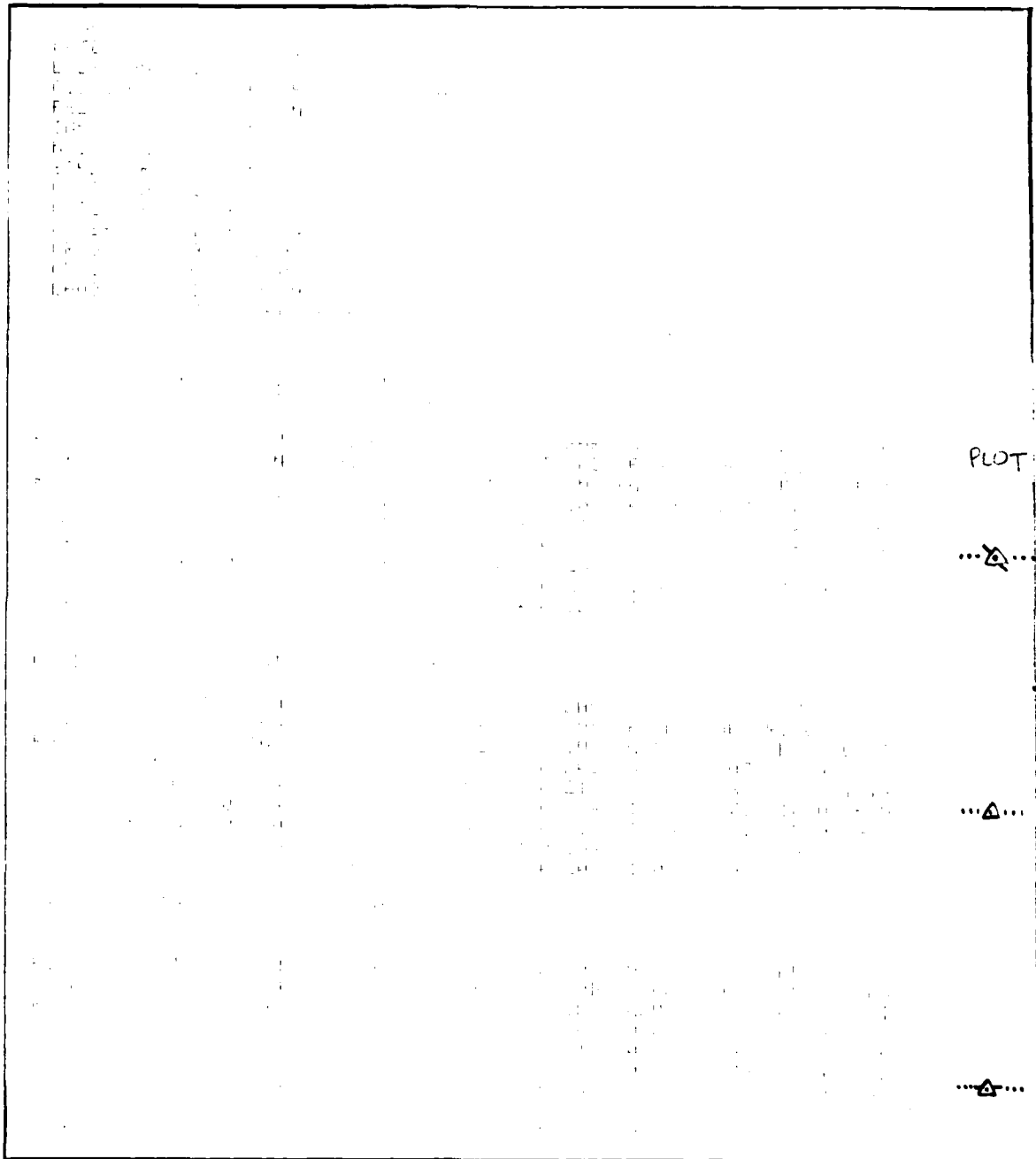


Table 3

Sample Computer Program Output for NASA-Solar
Spiral-Groove Face Seal



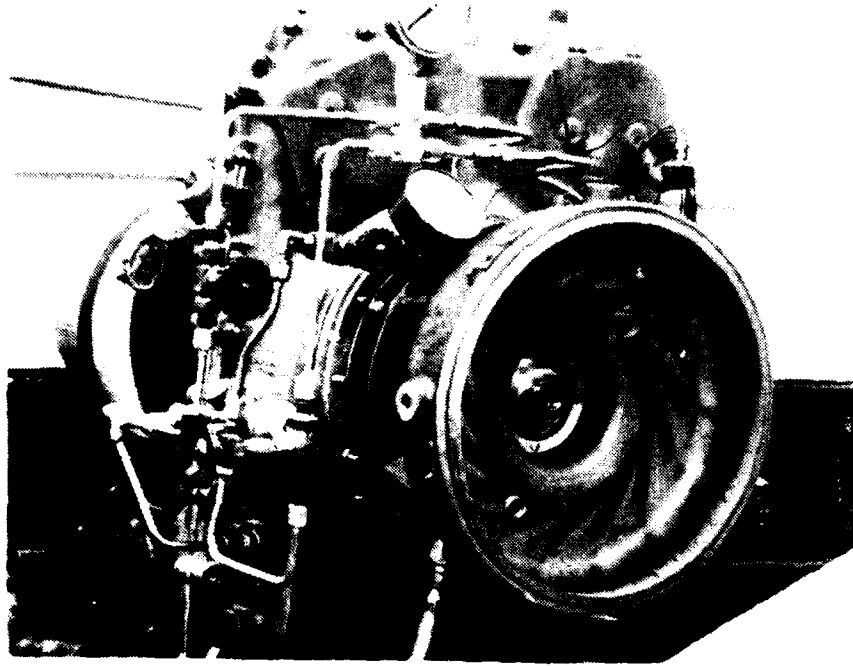


Figure 16. Test Rig Drive Assembly

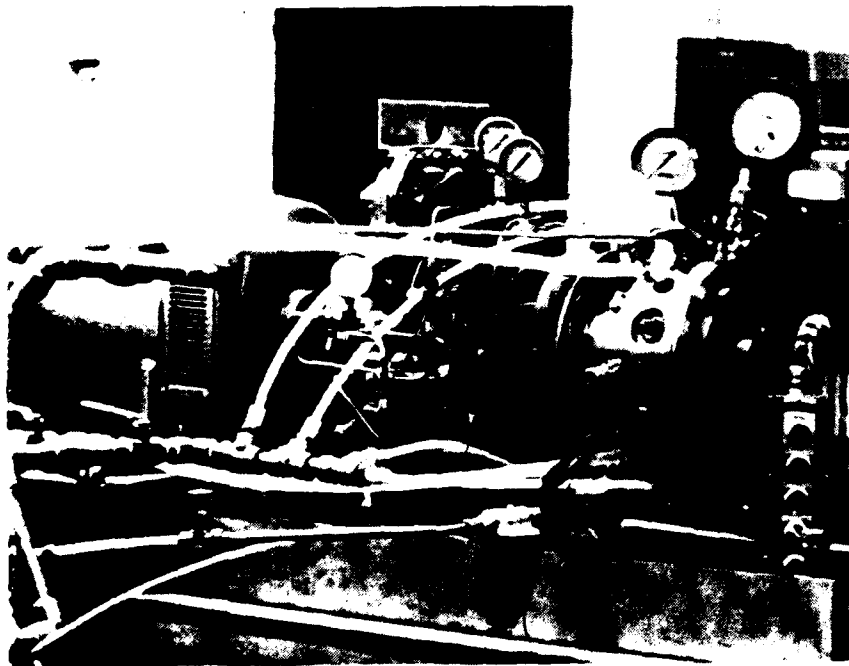


Figure 17. Face Seal Test Rig With Solar-Furnished 37 kW (50 HP) DC Motor
(SCR unit on wall in background at right edge of picture)

An automated data acquisition system, Monitor Labs Model 9300 S/N 260 Data Logger, provided temperature and voltage transducer output records at programmable intervals. An automated shutdown system provided protection against overspeed, underspeed at high speed, seal and water over-temperature, excessive proximity probe (vibration) amplitude, low oil pressure, low buffer water pressure, electrical failure. Included in the latter system were Action Instruments Inc. Model 1200-2253 thermocouple relays (4), a Model 1720-2854L frequency relay and a Model 1010-7070M voltage relay.

4.6.2 Buffer Water Supply System

A schematic of the Solar-furnished water supply system, including flowmeter connections, is shown in Figure 18. Figure 19 shows the overall system, notably comprising non-corrodable plastic, nylon, and stainless steel components. In addition to provision for automatic control of pressures and temperatures during untended endurance testing, much of the system complexity arose because of the necessity to monitor water quantity and flows by diversion of most of the lines through the flowmeters (one visible at the extreme right of Figure 19).

4.6.3 Test Plan

Parameters for the experimental testing were derived from the following data supplied by NAVSEA:

- "Typical 8000 Ton Destroyer - Power vs Speed Characteristic" (anon.)
- "Standard NAVSEC Destroyer Profile" NAVSEA Code 614B, 18 March 1975
- "Typical LM-2500 Operating Conditions During Emissions Studies," NAVSECPHILADIV Project A-1584 Report Table A-1

Since the steam turbine would be geared to the LM 2500 power turbine, performance of the seals was to be established from zero upwards to the rig 100 percent speed of 15,000 rpm, which gave a seal mean surface speed of 89.4 m/sec (300 fps). Inasmuch as an insignificant amount of actual turbine operating time was expected below 10-15 percent speed, the minimum rig speed at which performance would be established in any detail was 1800 rpm. At least four speed points would be investigated, at each speed various buffer supply pressures would be applied, with and without the condenser vacuum simulated, in order to determine the range of pressures over which satisfactory or minimal leakage rates were obtained. Testing would also include static leakage tests.

The foregoing results were to be used to determine optimum operating parameters for each of the two leading seal assembly candidates for a subsequent endurance test. The purpose of this test was to simulate as closely as

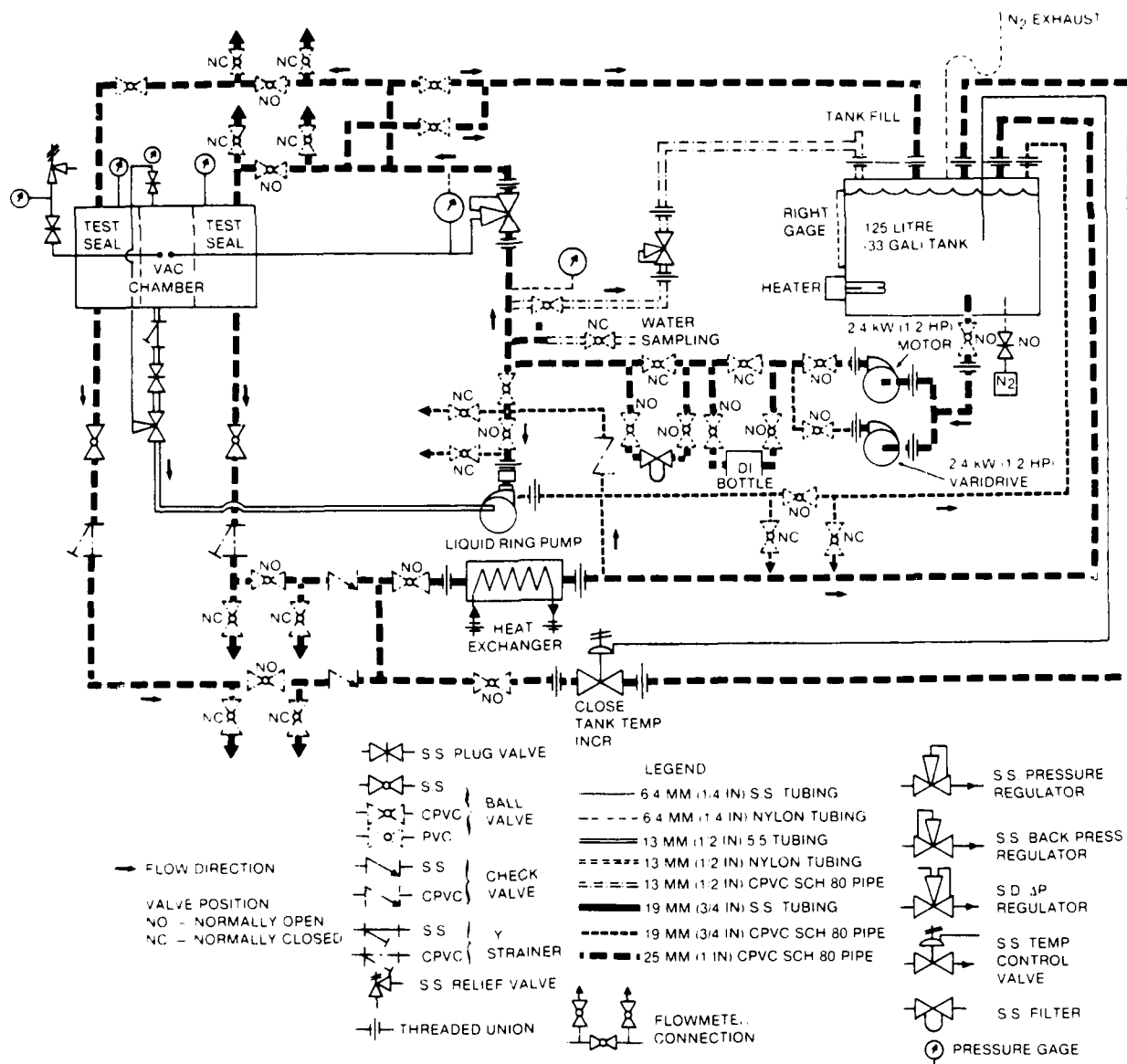


Figure 18. Water System Schematic

possible the actual turbine application for a period long enough to permit, primarily, leakage rate projections over the 15,000 hour intended life so that water treatment system requirements could be defined. Secondly, but of equal importance, it was desired to determine what effects, if any, long-term operation had on the seals, e.g., wear.

The above-mentioned ship operating characteristics were used to derive the endurance-test cycle shown in Figure 20. Once-per-week total shutdown of adequate duration to allow all components to cool to ambient was included.

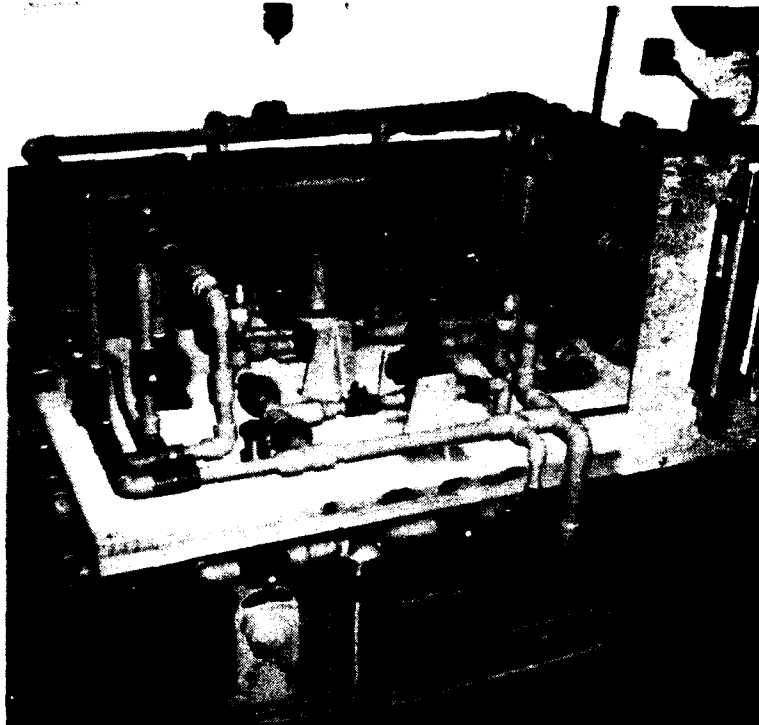


Figure 19. Seal Rig Buffer Water Supply System

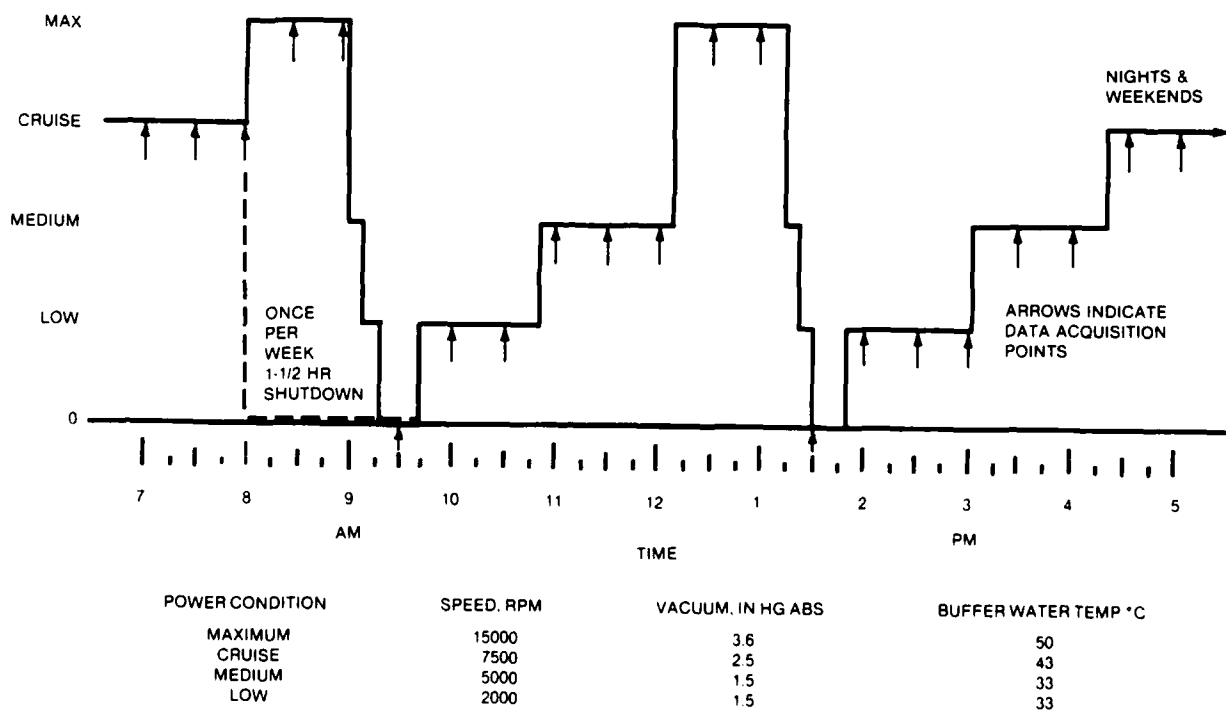


Figure 20. Endurance Cycle Test

4.7 EXPERIMENTAL TESTING

4.7.1 Crane-Design Seals (Type 1 above)

The stationary seals were instrumented with proximity probes and thermocouples. The runner was assembled with the other rotor components and dynamic-balanced. Figures 21 and 22 illustrate the components also shown in cross-section in Figure 9.

During testing the drive torque requirements exceeded anticipated values. The maximum speed run was 7,000 rpm. Test data were obtained at 4,000 and 5,000 rpm. Figure 23 shows the leakage at the 4,000 and 5,000 rpm speed points. Variations in pressure differential across the forward seal were obtained simply by setting the buffer water pressure (see Figure 9) at values above ambient. Additional variations in pressure differential across the aft seal (again in Figure 9) were obtained by raising the chamber ("steam/vacuum") pressure to various values above the buffer pressure.

Careful calibration of the two proximity probes installed in each carbon stationary seal taking into account temperature and "electrical runout", the latter arising from the chromium plating on the runner, failed to permit discrimination of any constant separation (film thickness) between the runner and either stationary seal during operation as may be seen in the Figure 24 probe output voltages during running. Any operating film thicknesses would have resulted in probe output voltages greater than the calibration "bands", between the straight lines. The maximum seal temperatures recorded during testing were consistently at the inner periphery of the seal interfaces.



Figure 21. Seal Testing Rig Rotor Shaft in "Performance Test" Configuration With Crane-Design Spiral Groove Runner and One Stationary Seal

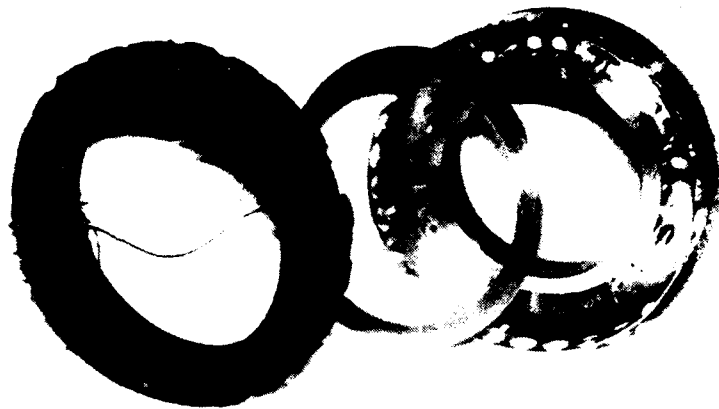


Figure 22. Crane-Design Stationary Seal and Housing Components

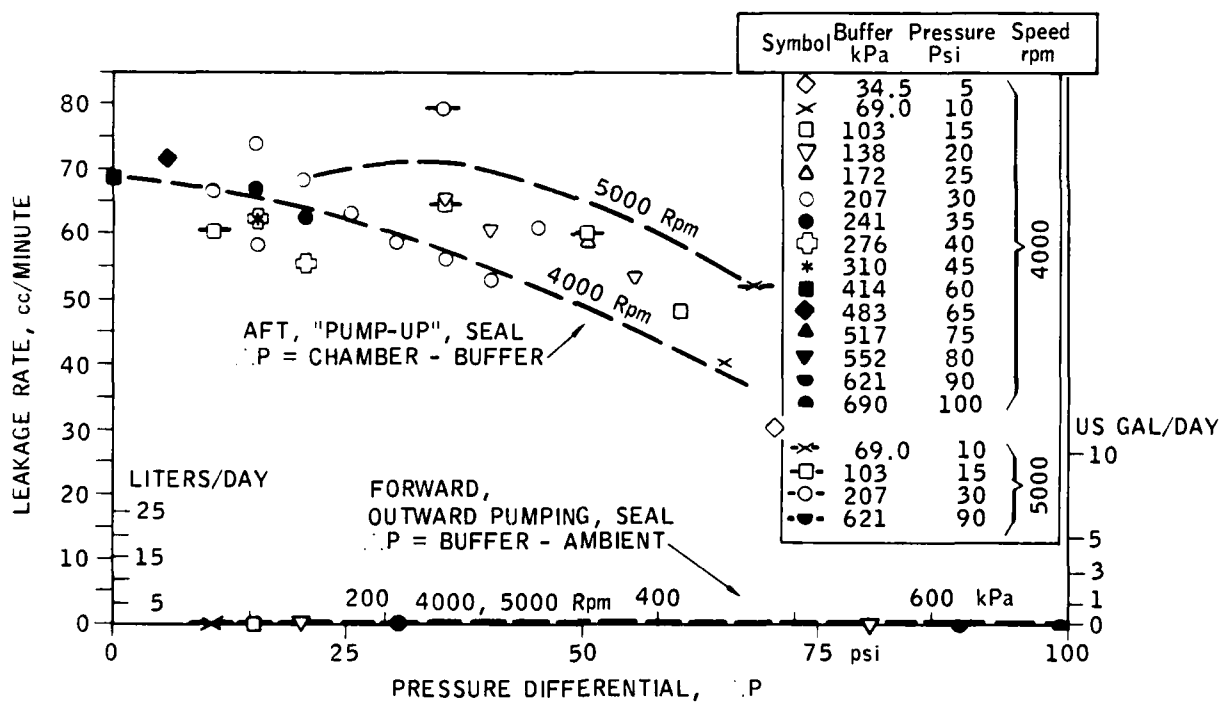


Figure 23. Operational Leakage - Crane Spiral Groove Seals (Incorrectly Assembled)

It was decided at this point to disassemble the rig for substitution of the NASA-Solar (Crane-manufactured) spiral groove seal components, because of the high leakage of the aft seal.

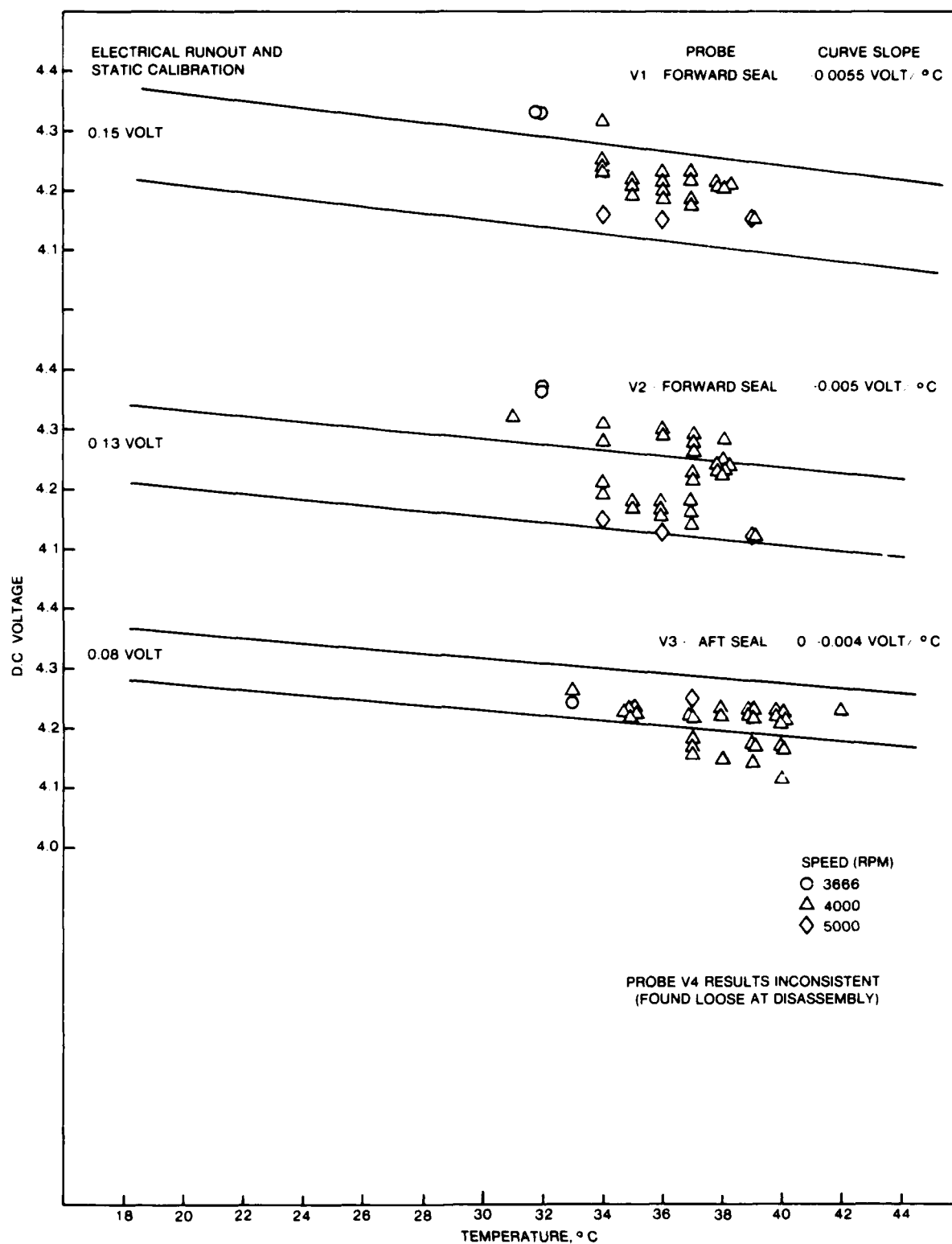


Figure 24. Operating Proximity Probe Data Versus Temperature
 Crane-Design Seals

One contributing factor to the high torque required was the pumping power losses from the chordal holes through the runner intended to promote cooling. To overcome the unwanted pumping losses, the identical holes in the NASA-Solar runner were plugged with a mixture of half epoxy and half pure aluminum powder.

Total rig operating time at disassembly was 18 hours. Disassembly revealed that the two carbon stationary seals had inadvertently been interchanged during assembly. They were quite similar in appearance but had a critical difference in sealing face diameter. It is therefore questionable how meaningful were the results derived in the foregoing testing.

4.7.2 NASA-Solar Seals (Type 2 above)

As the housing components of the Crane-design seals were utilized with the NASA-Solar assembly also, installation involved substitution of the stationary carbon seals, each with its 32 rather than 8 springs, and of the different runner. The chordal holes in the runner for cooling were plugged to reduce the pumping power loss. These components are shown in Figure 25 and also in cross-section in Figure 10. Re-balance of the rotor was carried out after installation of the new runner.

Static leakage checks showed initially, rather surprisingly, that slight leakage occurred at buffer supply pressures as low as 35-70 kPa (5-10 psi). This indicated minor but significant out-of-flatness at the inner diameter of the stationary seal-runner interfaces since, allowing for less-than-perfect



Figure 25. NASA-Solar Design Spiral Groove Runner and Stationary Seals (Manufactured by Crane)

interfaces, leakage would not have been expected below at least 205-240 kPa (30-35 psi). With increased "running-in", these threshold values increased somewhat, as would be hoped and expected, but the aft seal threshold dropped again as testing progressed. Figure 26 shows the static leakages recorded just prior to disassembly.

The same careful calibration as with the Crane-design seals was carried out of each pair of proximity probes mounted in the stationary seals. Operating data shown in Figure 27, over-printed on the calibration curves, indicated that the atmosphere-side mean seal film thicknesses varied from about 0.008 mm (0.0003 in.) to 0.025 mm (0.001 in.), in the anticipated range, but were at most about 0.012 mm (0.0005 in.) with the vacuum-side seal, somewhat low. The results also indicated that slight progressive wear, confirmed at disassembly occurred, particularly on the atmosphere-side seal. The proximity probes were rendered inoperable during rework of the stationary seals and could not therefore produce data during the subsequent high speed testing. Prior to disassembly, a torque of 21.5 N.m (190 lb-in.) was found required to rotate the shaft manually against the loading of the stationary seals. Disassembly of the rig revealed light wear outward from the annular groove on both carbon stationary seals and outward of the grooved area on both faces of the runner. Rust deposits were found on each face of the runner opposite the annular grooves in the stationary seals. As they easily wiped away, it was concluded that the rust particles had been buffer-water-borne. Microscopic examination of the worn areas on the stationary seals showed some embedding of rust particles. After low speed testing the seals were

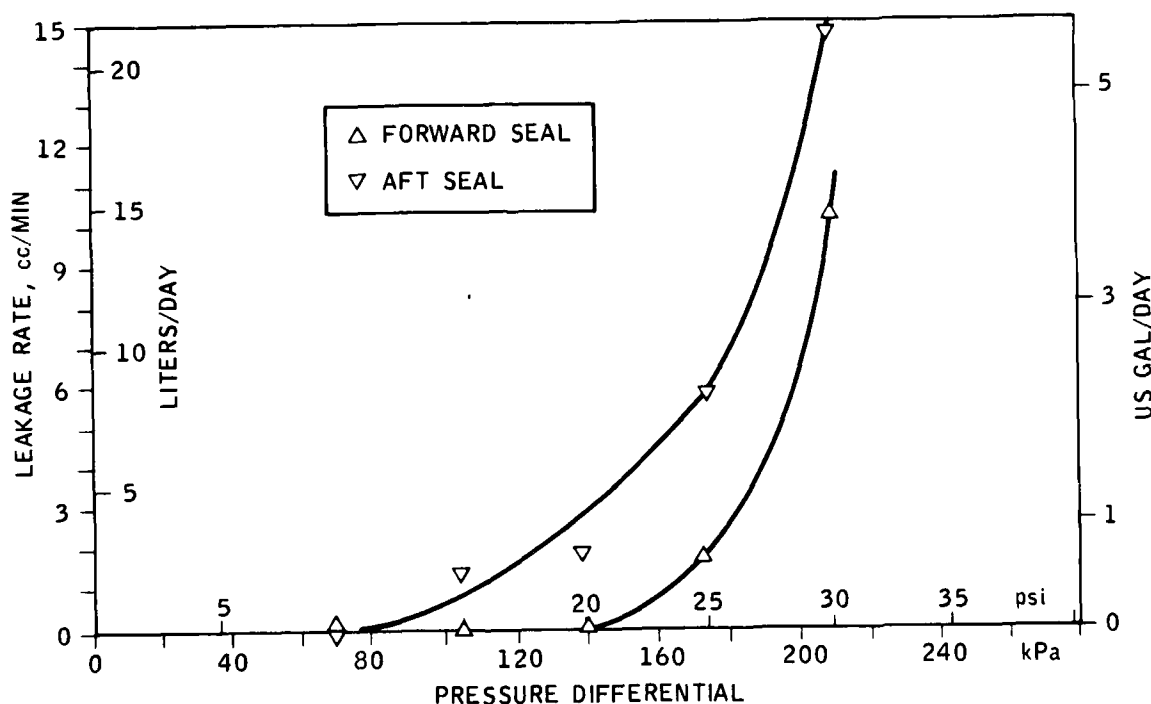


Figure 26. Static Leakage - NASA-Solar Spiral Groove Seals

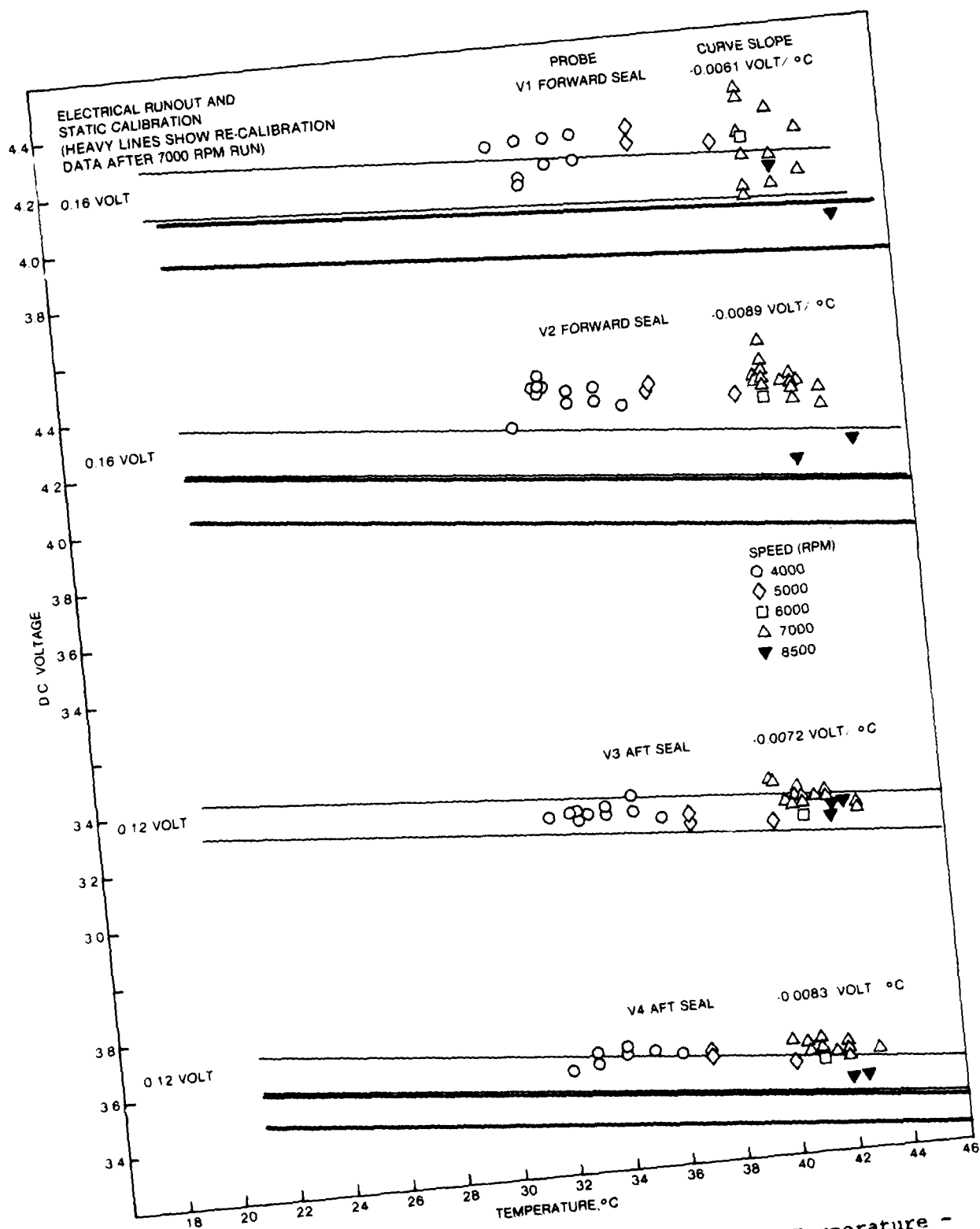


Figure 27. Operating Proximity Probe Data Versus Temperature -
NASA-Solar Seals

returned to Crane for refurbishment including re-application of the plating to improve the surface flatness of the runner.

Crane also offered the opinion that some of the wear could have been caused by residual chrome particles left in the bottom of the grooves after plating. The source of the rust was traced to buffer water supply system pressure regulators downstream of the filter. The rust had formed on interior, as-cast surfaces exposed to system water even though they were 316 stainless steel. The likely explanation is discussed in the "Design Guidelines" section, item 5. For the initial high speed testing, in an attempt to reduce the parasitic drag, the buffer water inlet and outlet flows and housing configuration were altered as shown in Figure 28.

In the course of high speed testing it was noted that the torque requirements at each speed were progressively increasing. At 1200 rpm, for example, the rig power requirement rose from 24.8 kW (33.2 HP) to 32.8 kW (44.0 HP). Investigation revealed that the epoxy plugging the runner cooling holes was coming out in pieces and collecting in the water line strainers. Also, the atmosphere-side seal leakage rates were, while on the whole within program goals, considered somewhat high. Disassembly was carried out to remove the epoxy and raise the spring load on the atmosphere seal by about 220 N (50 lbs). Rather severe cavitation erosion pitting was found on the components illustrated in figures 21, 22, and 25: on the runner outer diameter between the cooling holes, as shown in Figures 29 and 30, and on the outer diameter of the stationary carbon seals, as shown in Figures 31 through 34, particularly near the outlet ports. The damage extended just onto the seal faces near

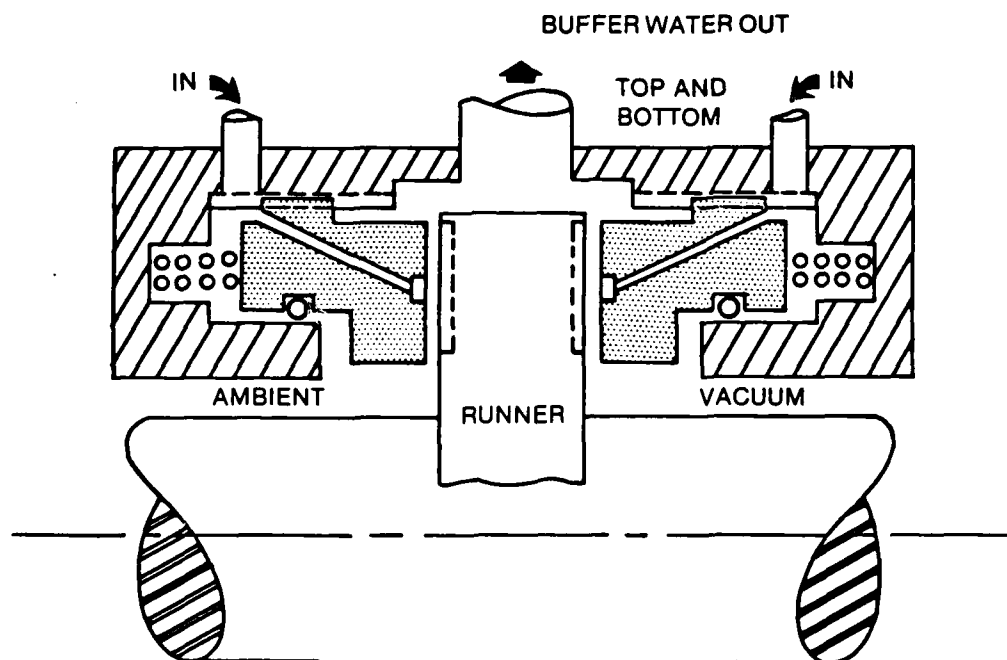


Figure 28. Crane (NASA-Solar) Spiral Groove Seal

Figure 29.

Outer Diameter of NASA-Solar Seal Runner, Also Shown in Figure 21, Illustrating the Location of Cavitation Erosion Damage After Initial High Speed Testing (see also Fig. 30).

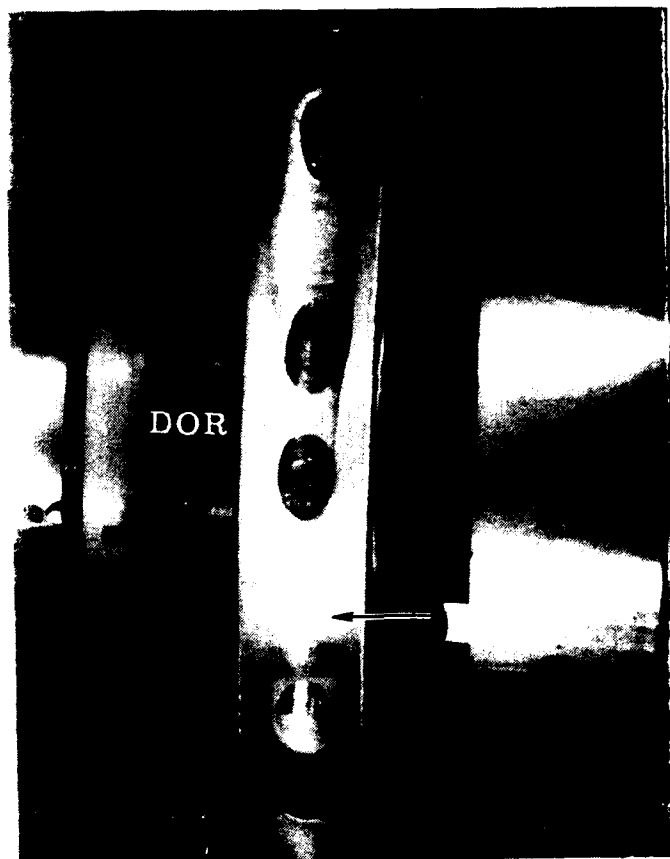


Figure 30.

NASA-Solar Seal Runner After Initial High Speed Testing: Closeup of the Area Between Cooling Holes Showing Cavitation Erosion

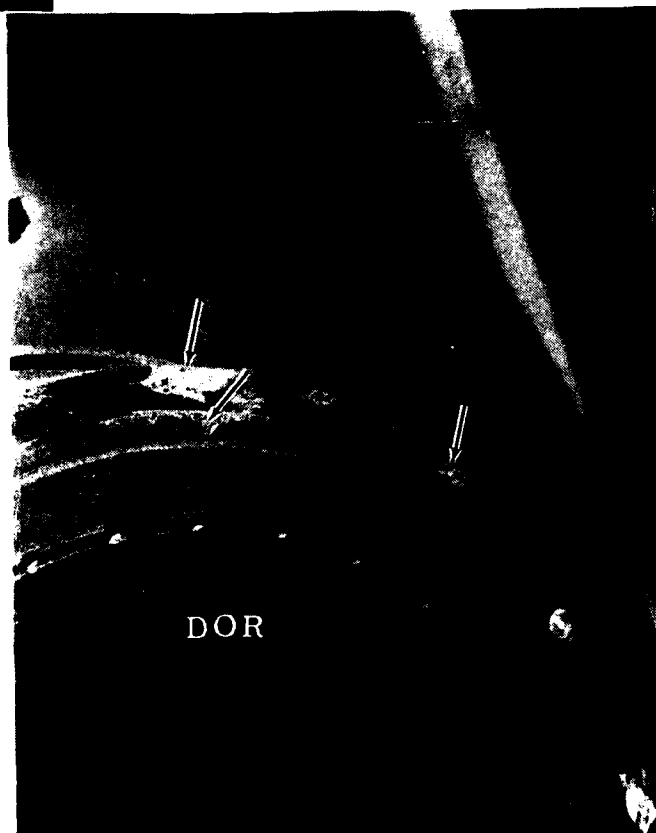


Figure 31.

NASA-Solar Atmosphere-Side
Stationary Seal Showing Cavitation
Erosion After Initial High Speed
Testing

Figure 32.

NASA-Solar Seal After Initial
High Speed Testing. Closeup of
12 o'clock area of atmosphere
side stationary seal showing
cavitation erosion.



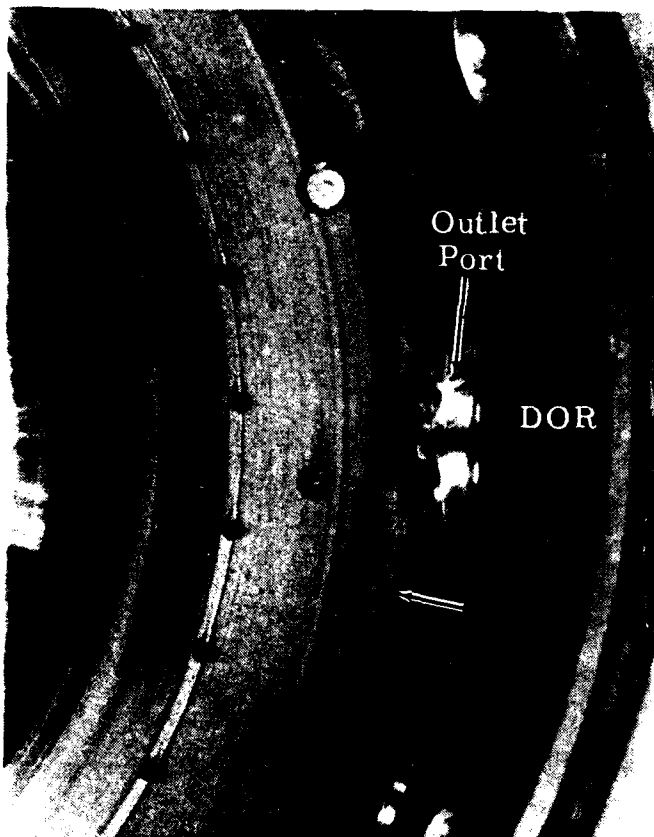
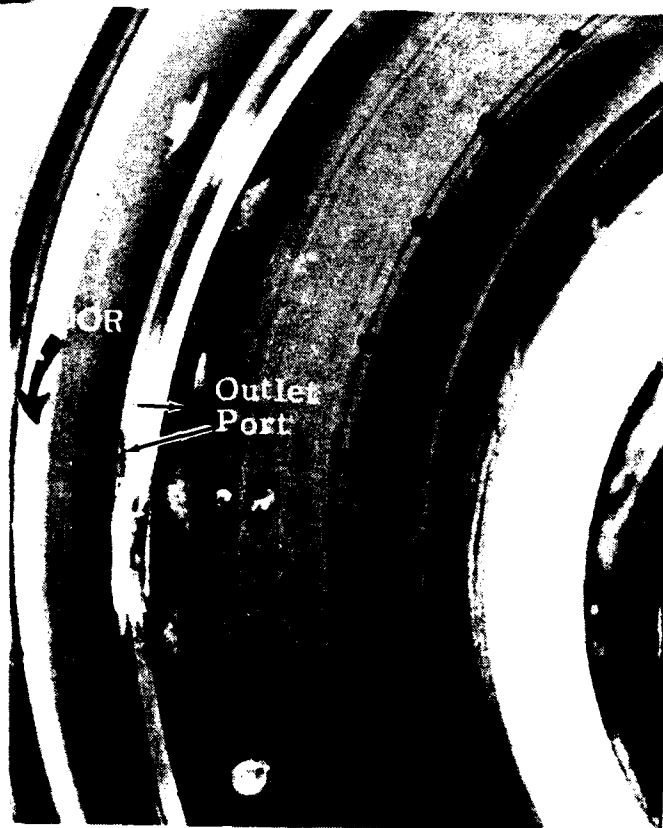


Figure 33.

NASA-Solar Seal After Initial High Speed Testing. Closeup of 12 o'clock area of vacuum-side stationary seal showing cavitation erosion.

Figure 34.

NASA-Solar Seal After Initial High Speed Testing. Closeup of 6 o'clock area of vacuum-side stationary seal showing cavitation erosion



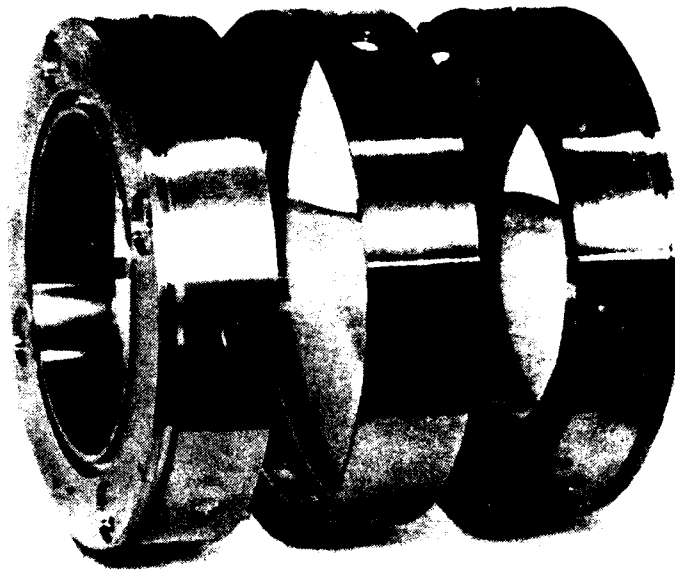


Figure 35. General Arrangement of Modified Crane Housings and New Center Housing for NASA-Solar Seal Assembly

these spots. The "plumbing" was therefore restored to the original configuration and a central housing (Fig. 35) was inserted to shroud the runner in an effort to suppress cavitation.

Retesting indicated that shrouding of the runner and/or re-routing of the water flow did suppress the cavitation erosion of the stationary seals but it did appear that further erosion occurred on the runner, as can be seen in Figures 36 and 37 (corresponding to Figs. 32 and 33). The power requirement was reduced somewhat too. It was also noted, however, that the runner had begun to contact the center housing, as can be seen in Figure 36. Also, some small pieces of epoxy had remained in the housing and migrated into the seal face, apparently causing slight scoring wear outboard of the annular supply groove, as can be seen in Figure 38. The contact of runner and center housing caused a vibration and noise that prompted disassembly. Experimental data sheets are shown in Appendix III.

The operating temperatures increased with speed and were greater than theoretical estimates at a speed of 15,000 rpm. The buffer water temperature rises (i.e. heating), could be equated approximately to the rig drive power levels. Calculations made of the frictional drag on the outside diameter of the runner arising from its "immersion" in the buffer water explain temperature rise. For the 19 mm (0.75 in.) wide, 146 mm (5.75 in.) diameter Crane runner this was found using a Crane-supplied method (included as Appendix IV) to amount to 8 kW (11 HP) at 15,000 rpm. To improve agreement of theory with experimental data a second approach to estimating the applicable coefficient of friction was located (also reported in Appendix IV) in NASA CR1774, A Review of Confined Vortex Flows. At 15000 rpm the second analysis yielded



Figure 36.

NASA-Solar Seal Runner After
Testing, Close-up of the Area
Between Cooling Holes Showing
Cavitation Erosion

(Same area as Figure 30)

Figure 37.

NASA-Solar Seal After
Testing, Close-up of
12 o'clock Area of
Atmosphere Side
Stationary Seal Showing
Cavitation Erosion

(Same Area as Figure 32)





Figure 38.

NASA-Solar Seal After Testing,
Close-up of Atmosphere-Side Station-
ary Seal Showing Presence of Small
Pieces of Epoxy (Impregnated With
Aluminum)

a frictional drag of about 20 kW (26 HP). Inasmuch as these figures accounted for most of the actual power measured the conclusion can be drawn that most of the seal power loss was caused by the flooded runner and accounted for most of the heat generation. By plotting maximum recorded seal temperature rise over buffer water outlet temperature, values much more in line with theoretical estimates of about 5-10C° (approximately 10-20F°) resulted as can be seen in Figure 39. These maximum temperatures always occurred at the inner diameters of the seals. Figure 40 shows the power levels mentioned above. Figure 41 depicts the incidence of leakage during operation. It can be seen that zero leakage occurred over a range of buffer pressure at each speed. At low buffer pressures the presence of air in the buffer outflow, evidenced by a "milky" appearance as it passed through the glass tube of the flowmeter, was detected. This is believed to indicate that air (at the atmosphere-side seal) can be "pumped" by the spiral grooves into the buffer chamber when the buffer pressure is sufficiently low. This is a speed-related occurrence and control of buffer pressure can minimize if not eliminate it.

4.7.3 Koppers Seals (Type 3 above)

Figures 42 and 43 show the components prior to assembly. In contrast to the Crane assemblies the runner had a considerably smaller outside diameter but

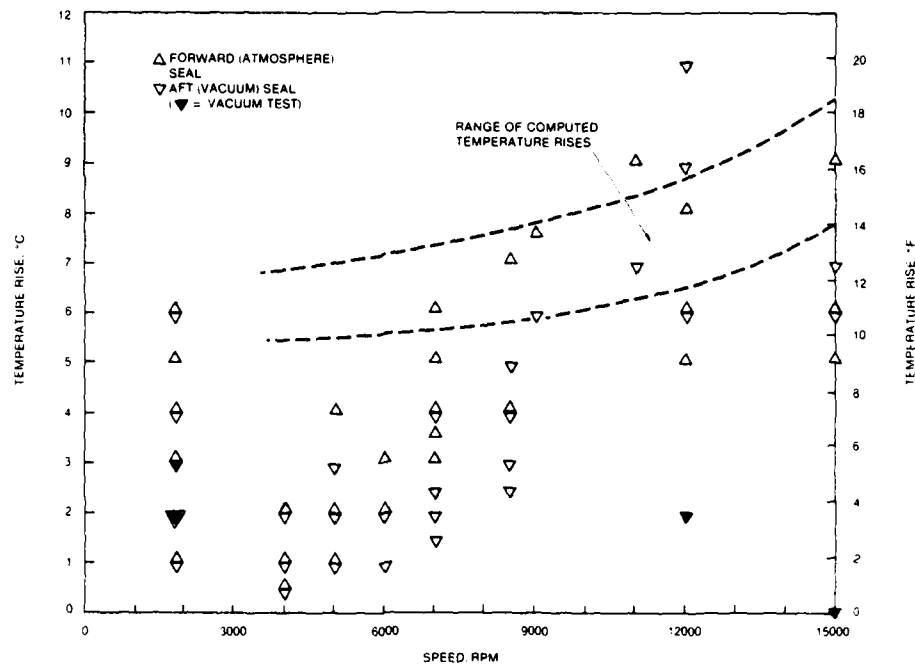


Figure 39. Maximum Seal Temperature Rise From Buffer Outflow (NASA-Solar Spiral Groove Seals)

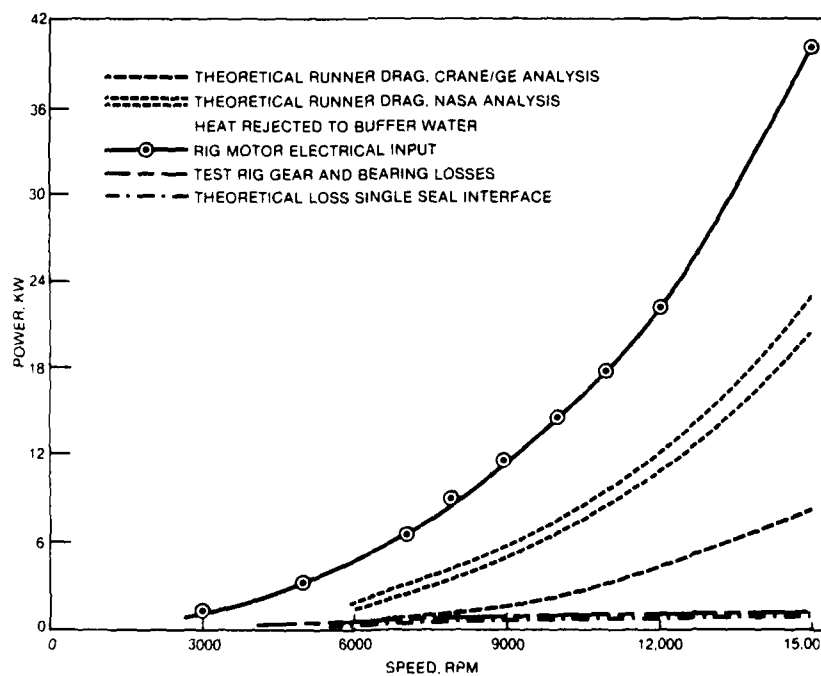


Figure 40. Power Characteristics - Crane NASA-Solar Seals

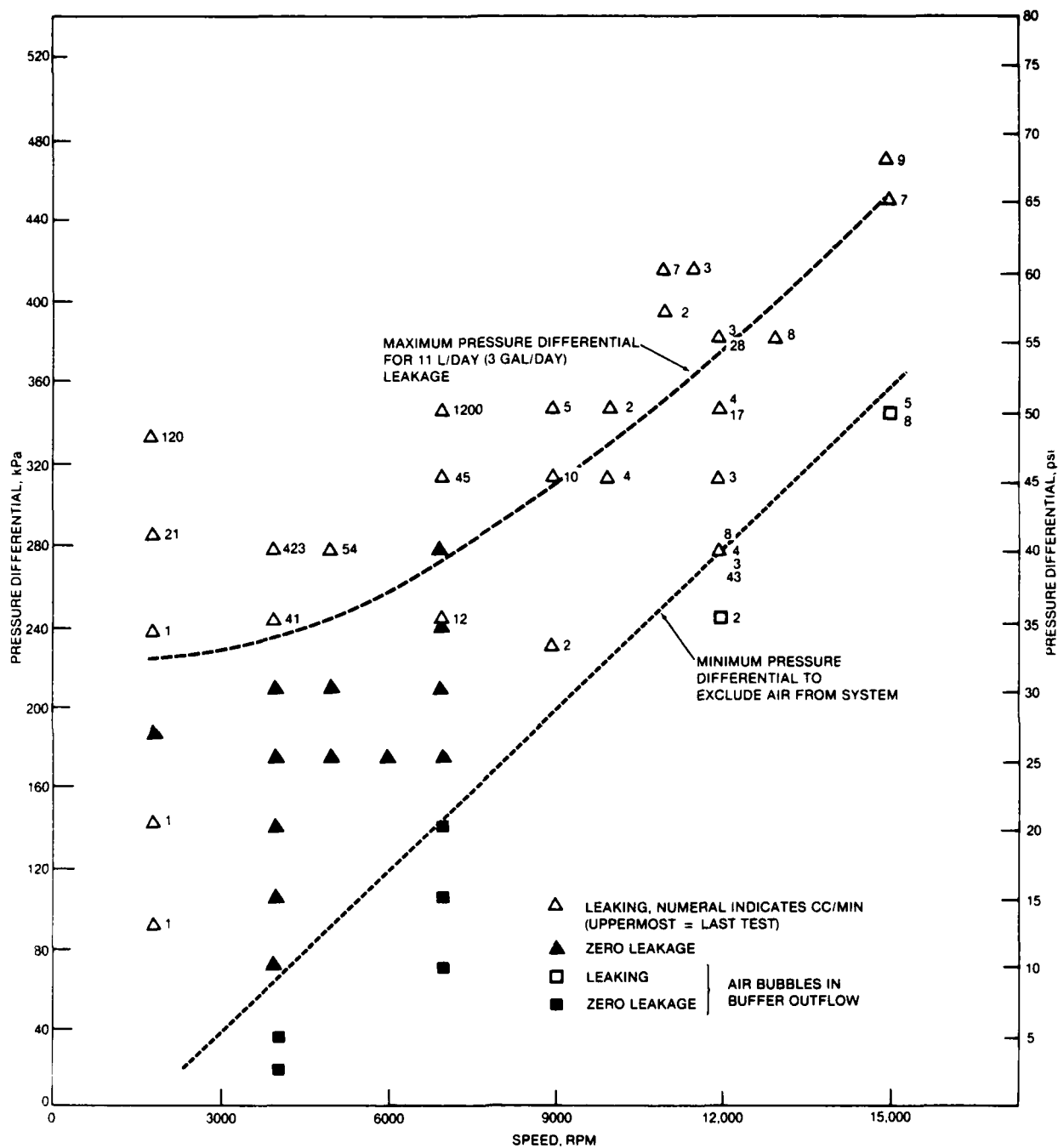


Figure 41(A). Operating Leakage as a Function of Pressure, Differential and Speed-Forward (Atmosphere) NASA-Solar Seal

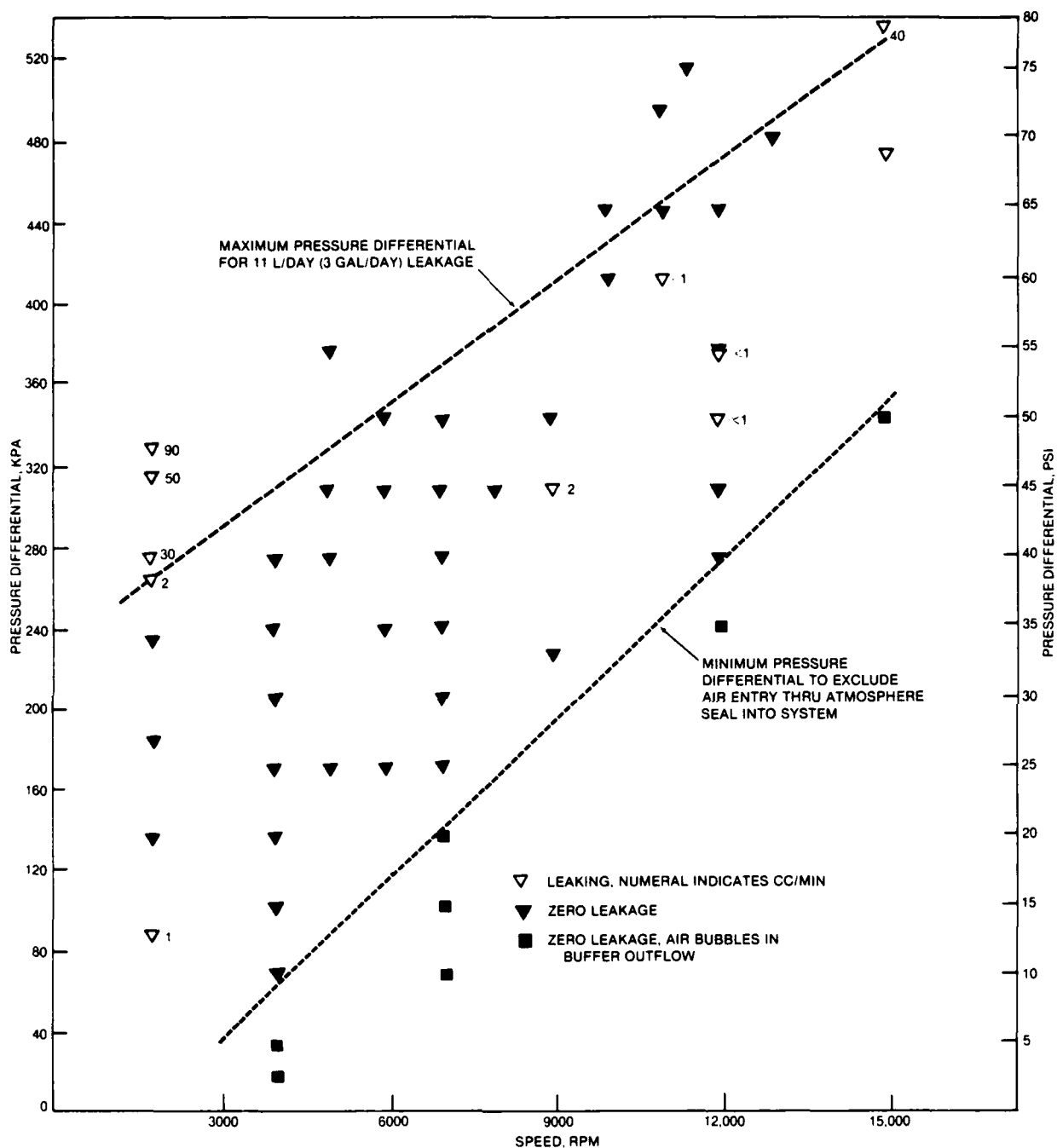


Figure 41(B). Operating Leakage as a Function of Pressure Differential and Speed - Aft (Vacuum) NASA-Solar Seal

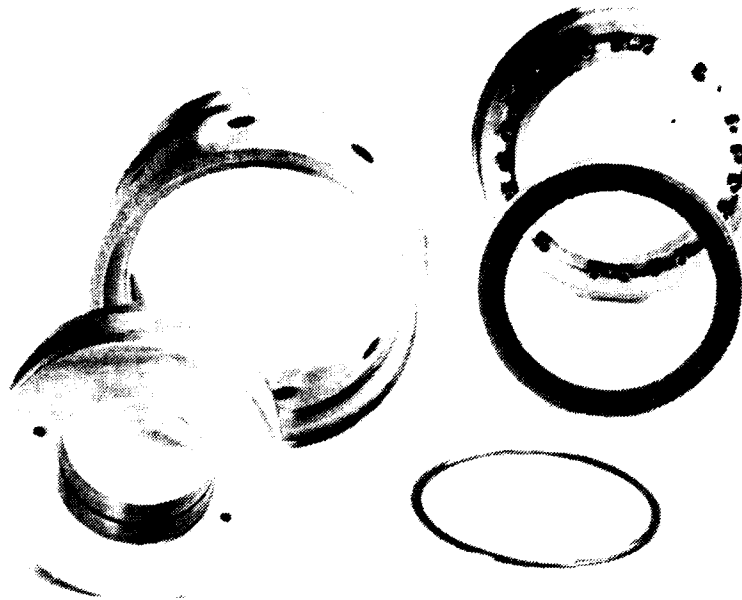


Figure 42. Koppers Test Seal Assembly Components Showing Runner, Housing and One of Two Stationary Seals



Figure 43. Close-Up of Koppers Carbon Stationary Seal and Secondary Seal (Positioned for Illustrative Purposes Only) Comprising L-Shaped Split Rings and Teflon Sealing Rings

was about twice as thick and had a large V-notch rather than holes to promote cooling. The stationary seals each comprised a 400-series stainless steel ring shrunk over a carbon ring. There were 18 springs per stationary seal compared to eight with the Crane and 32 with the NASA-Solar designs. The spring loading at the installed deflection was 96 N (21.6 lb) according to the vendor. The housing structure comprised a central portion threaded at either end to accept the end pieces. The latter, in addition to the spring pockets and groove for the secondary seal assembly, each had two dowels which fitted into holes in the stationary seal to provide circumferential retention. The dowels were flattened over the protruding portion in a triangular fashion so that circumferentially they contacted only the carbon part of the stationary seal.

Static leakage tests were carried out prior to running and periodically thereafter. Initially leakage was quite high, especially with the forward seal at about 100 liters/day (30 gal/day), but decreased with running-in to values in the target range, below 11 liters/day (3 gal/day). All operating leakage data are shown in Figures 44 and 45. Proximity probe calibrations indicated, again, slight progressive wear. Proximity probe oscilloscope traces showed very little stationary seal motion (instability). Careful control of temperature is deemed required to avoid boiling of the water in the seal interfaces at high speeds since the vendor estimated that film temperature could be up to approximately 30C° (50F°) higher than the seal temperatures recorded by the imbedded thermocouples.

Figure 46 shows the power characteristics of the Koppers seal assembly. Comparison with those of the Crane-manufactured seals shows that the Koppers seals required only about two-thirds the power. The theoretical drag curves for the Koppers seals, computed with both Crane and NASA analyses, showed better agreement with the actual results than did those for the Figure 40 Crane seals, particularly at high speed.

It can also be noted in the Koppers power characteristic that the vast majority of the power requirement showed up as heat rejection to the buffer water. Figures 47 and 48 show the maximum seal temperature rise over the buffer outlet water temperature. The previously mentioned dependence of leakage on temperature would in turn suggest caution in any attempt at substantial temperature reduction.

Figure 49 shows, overprinted on the proximity probe temperature calibration data, operating probe output voltages. These show as expected very little if any (0.005 mm or 0.0002 in. maximum) separation of the rotating and stationary surfaces, about as estimated.

Total performance-test running time with the Koppers seals was 19.5 hours. Experimental data sheets are shown in Appendix III. It was judged from the test results that 140 kPa (20 psi) buffer pressure could be used at all speeds eliminating the need for any added complexity of buffer pressure scheduling with changes of turbine speed. This would produce a pressure differential of up to 240 kPa (35 psi) across the vacuum-side seal.

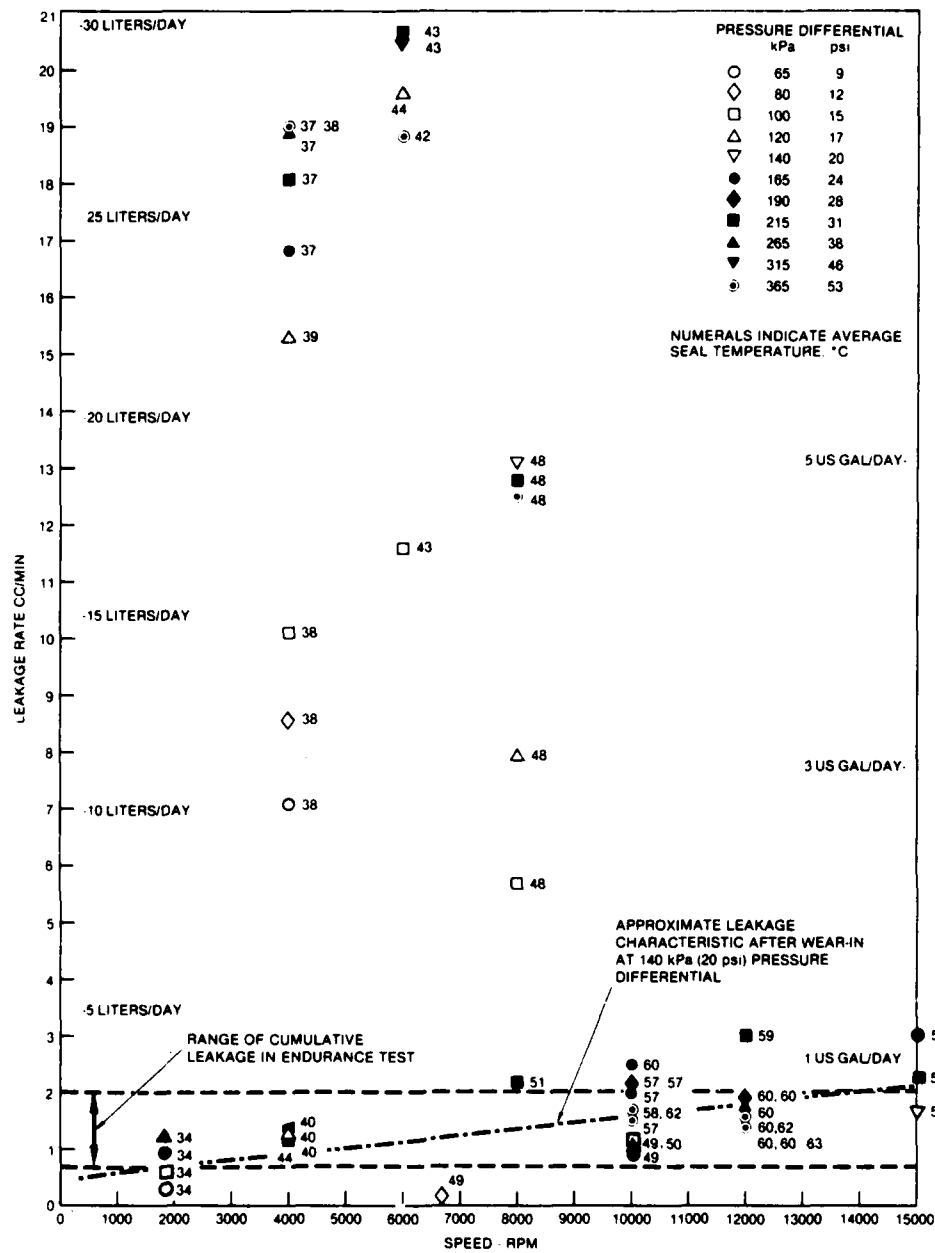


Figure 44. Operating Leakage Versus Speed, Pressure Differential and Temperature - Koppers Forward (Atmosphere) Seal

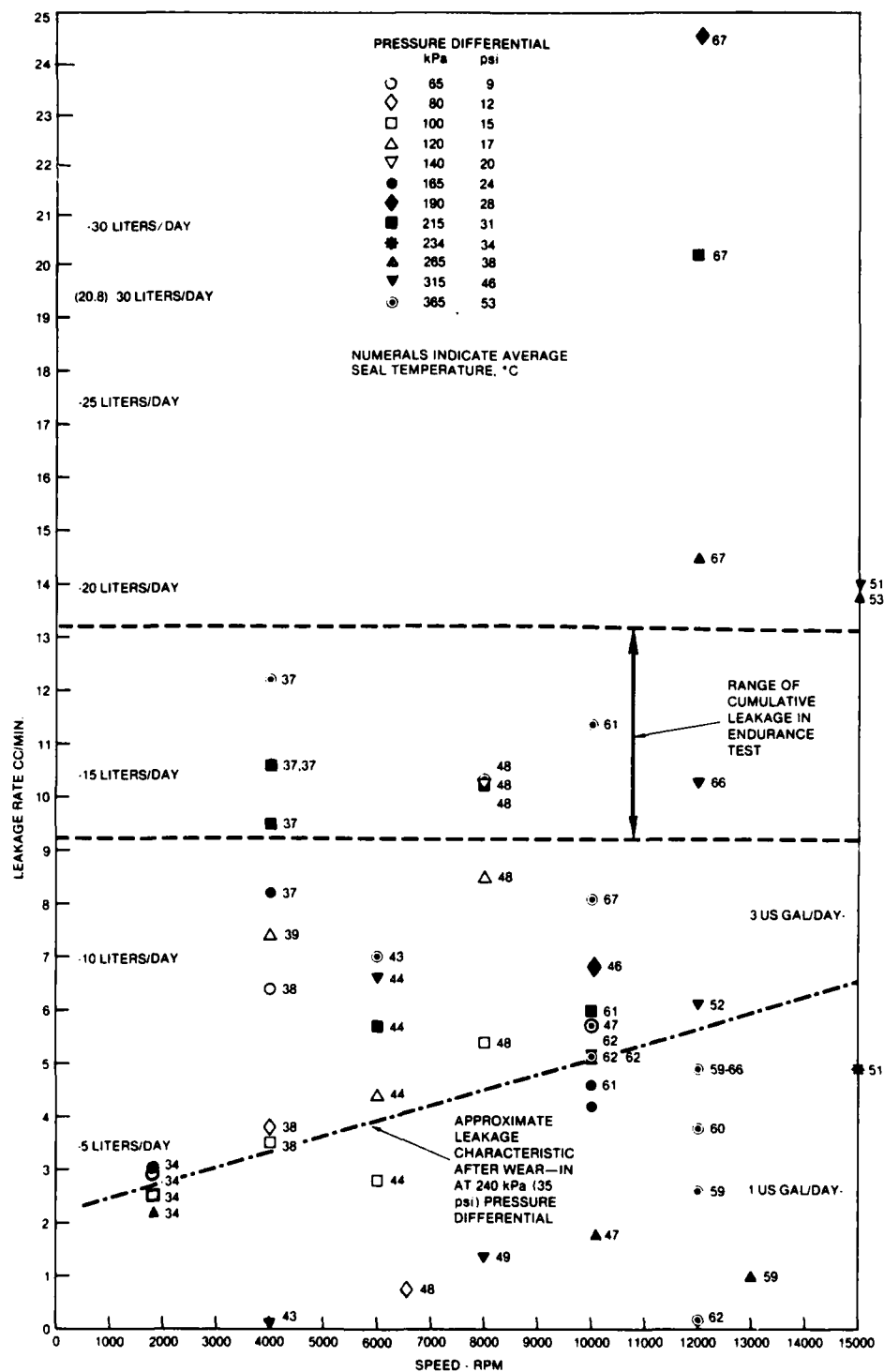


Figure 45. Operating Leakage Versus Speed, Pressure Differential and Temperature - Koppers Aft (Vacuum) Seal

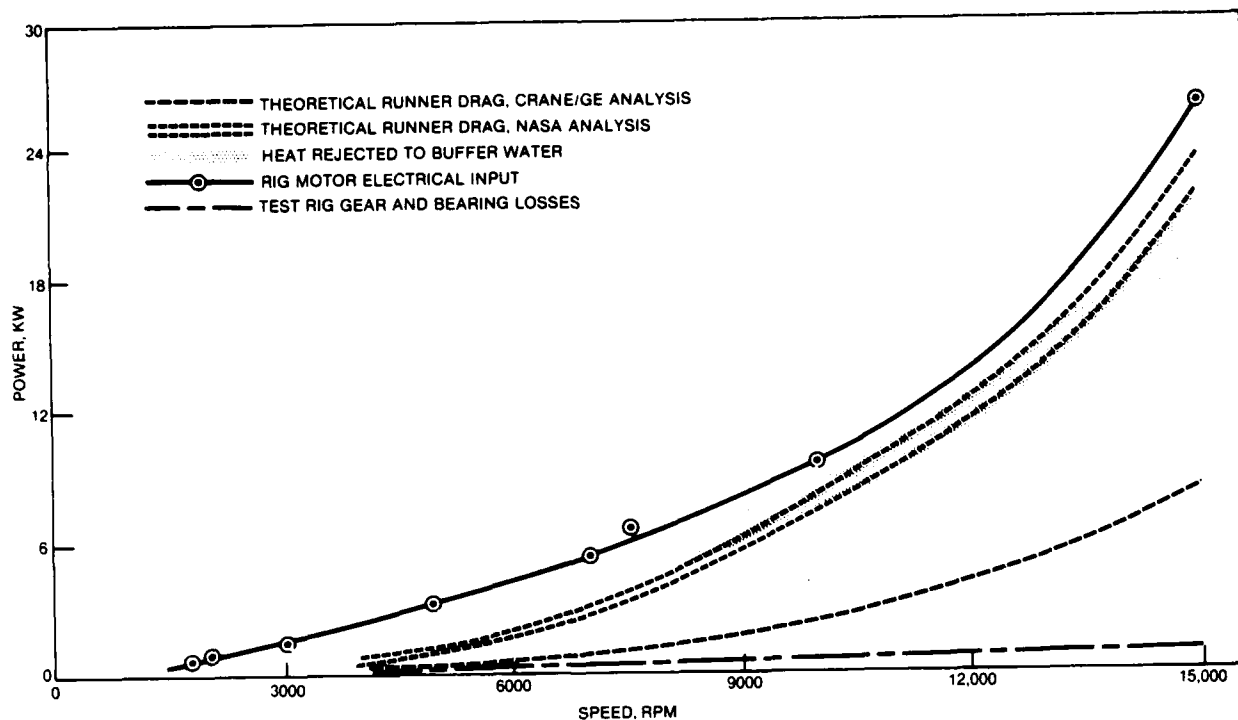


Figure 46. Power Characteristics - Kopper Seals

Figures 50 through 58 illustrate the condition of the Koppers seal components after running. Generally they were in excellent condition. One notable exception, however, was the corrosion evident on the outer diameter of the runner as may be seen in Figure 58. The AMS 6322 steel runner was chrome plated on the faces but corrosion protection on the OD had inadvertently been omitted. Prior to further testing the components were returned to Koppers for evaluation and application of electroless nickel plating to the runner OD.

Use of 440 C stainless steel runners has been successful in some Koppers water applications but their experience has indicated that the 6322 material is preferable for high speed applications because of its higher thermal conductivity, lesser tendency to warp in long term service, and reduced brittleness.

As the parasitic drag power requirement was not insignificant, some effort was devoted to devising means of reducing it. Revision of water inlet and outlet flows was carried out as shown in Figure 59 prior to endurance testing with the intention of promoting freer water outflow particularly.

4.7.4 Endurance Testing

Cyclic endurance testing was carried out on the Koppers seals in accordance with the schedule shown in Figure 20. Between 68 and 71 hours into the planned 500 hour test a large increase in leakage of the (aft) vacuum-side

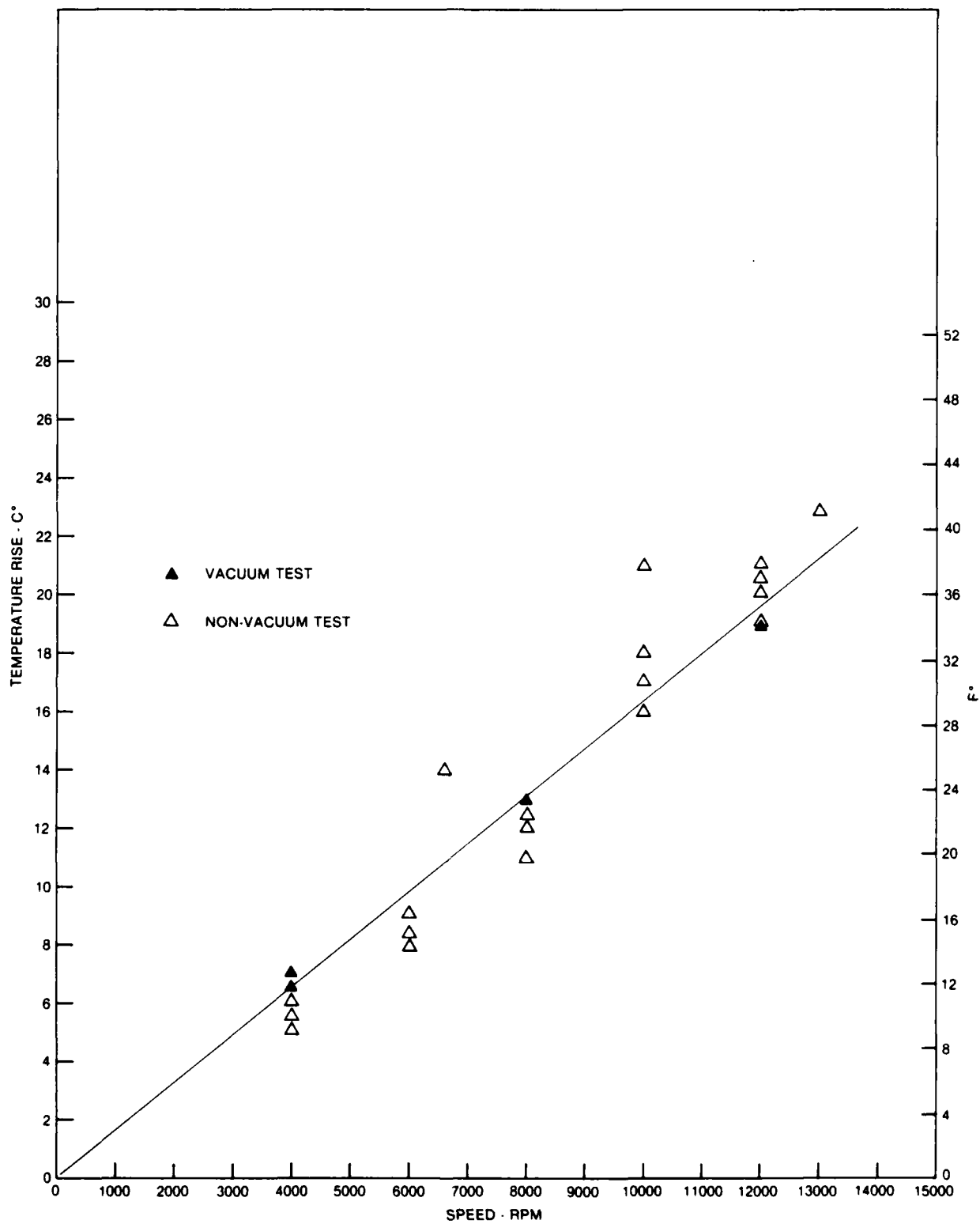


Figure 47. Maximum Seal Temperature Rise From Buffer Outflow
(Koppers Forward Seal)

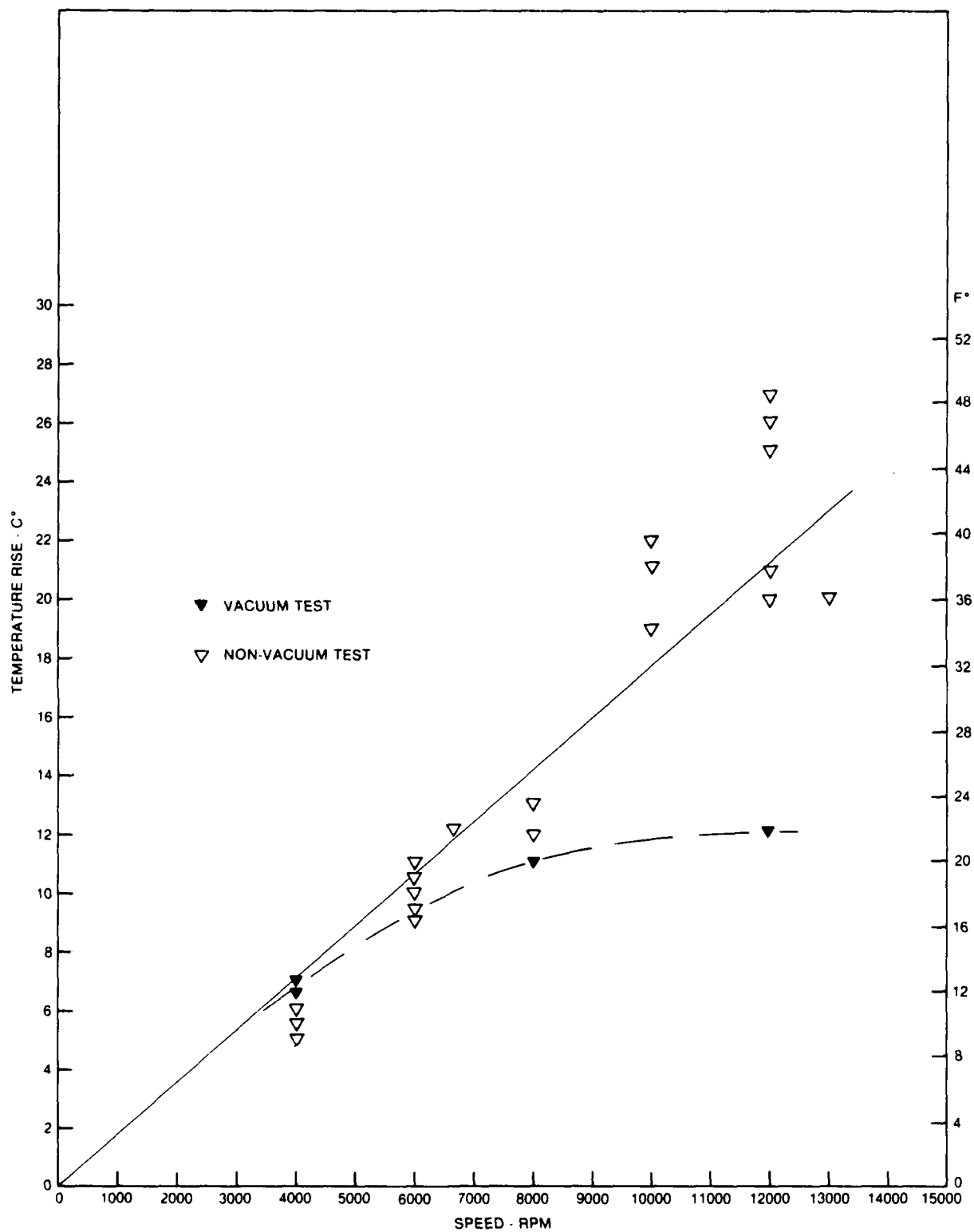


Figure 48. Maximum Seal Temperature Rise From Buffer Outflow
(Koppers Aft Seal)

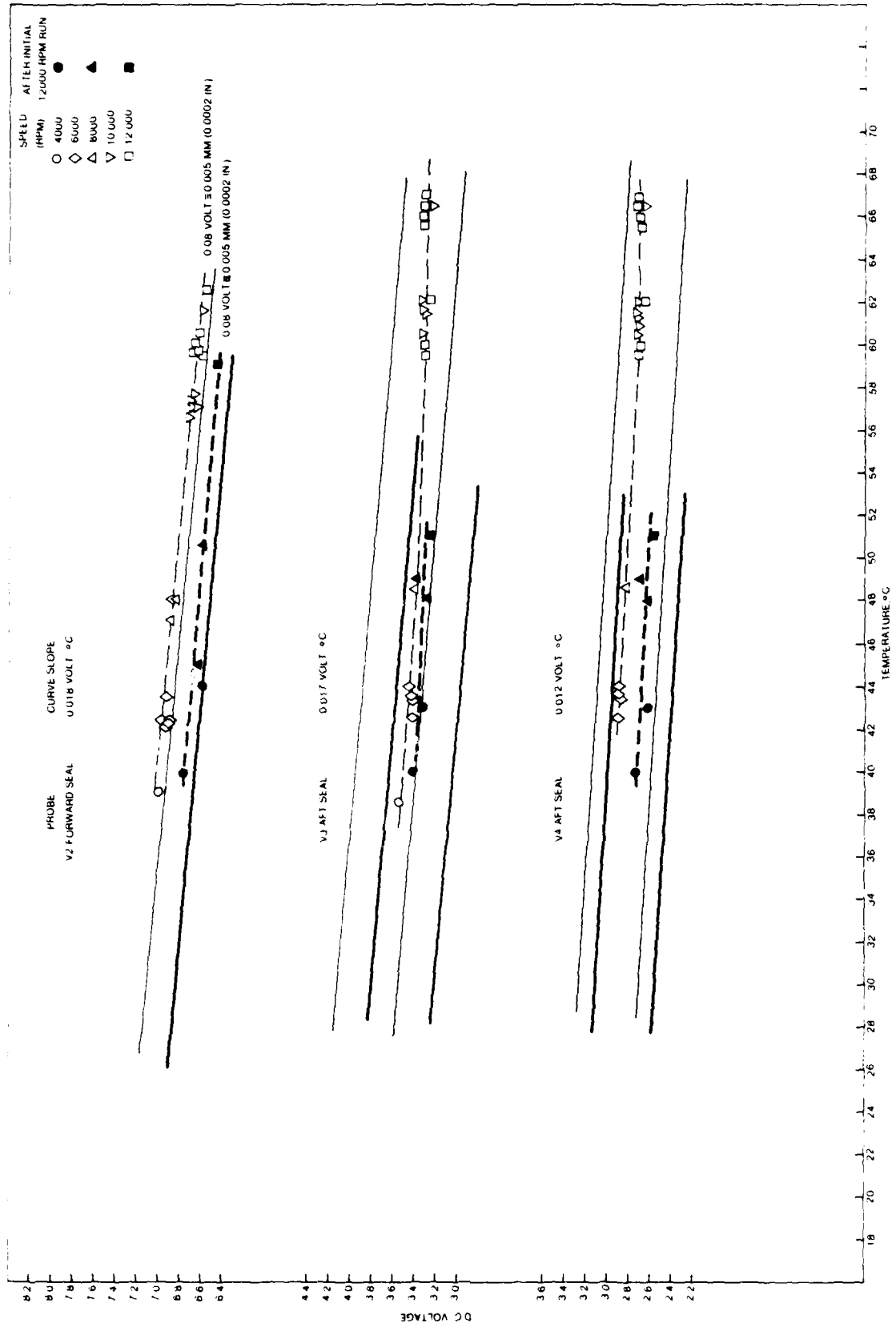


Figure 49 Operating Proximity Probe Data Versus Temperature - Koppers Seals

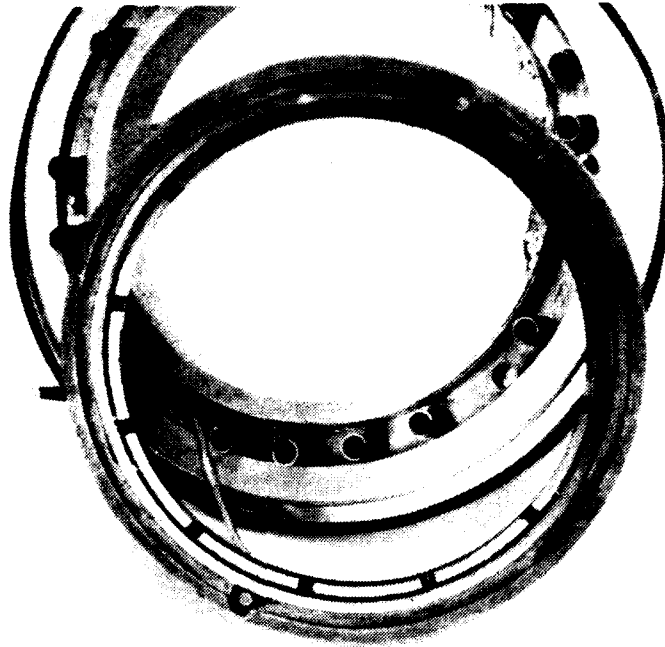


Figure 50. Koppers Forward Stationary Seal Components After Performance Testing

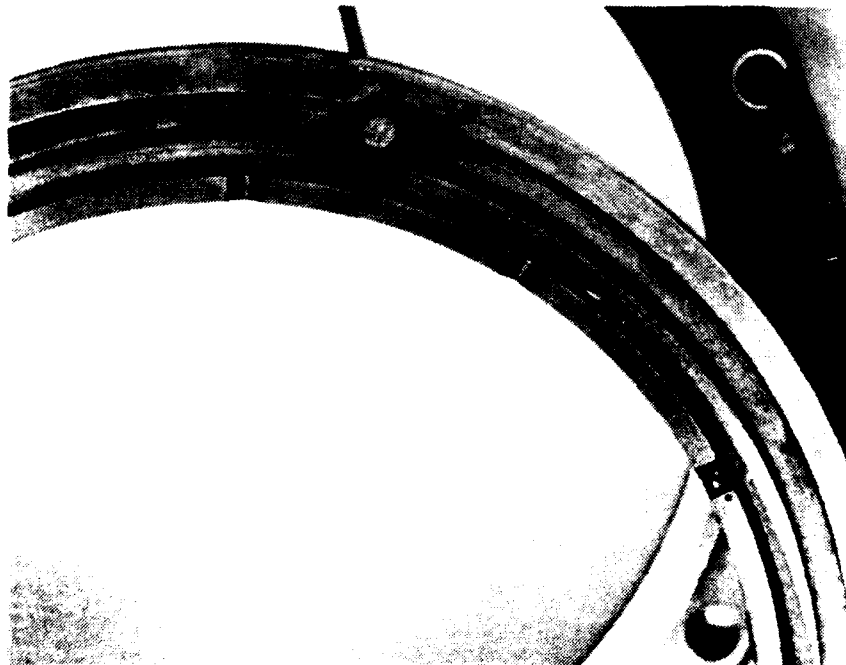


Figure 51. Close-Up of Koppers Forward Stationary Carbon Seal Sealing Interface After Performance Testing

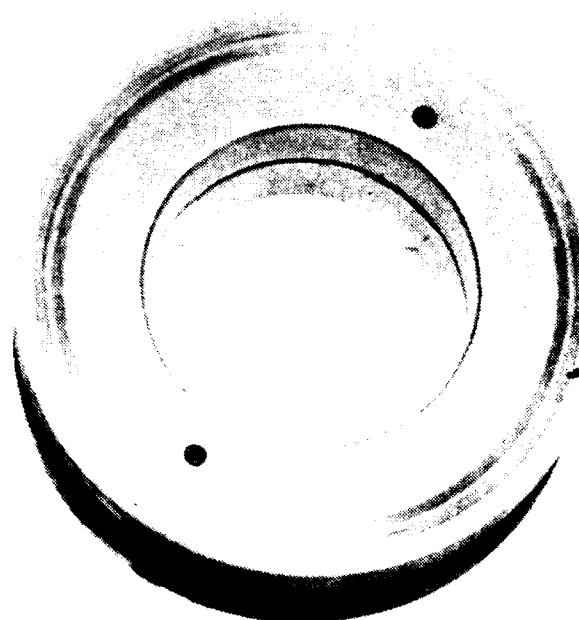


Figure 52 Forward Side of Koppers Runner After Performance Testing



Figure 53. Close-Up of Forward Face of Koppers Runner After Performance Testing

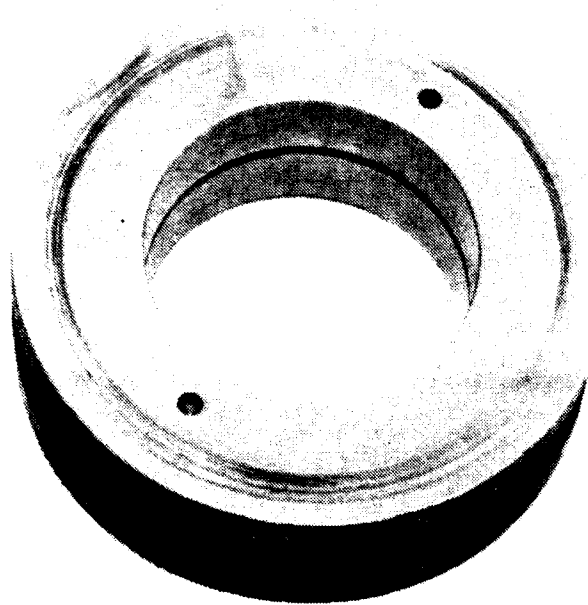


Figure 54. Aft Side of Koppers Runner After Performance Testing



Figure 55. Close-Up of Koppers Aft Stationary Seal Sealing Interface After Performance Testing

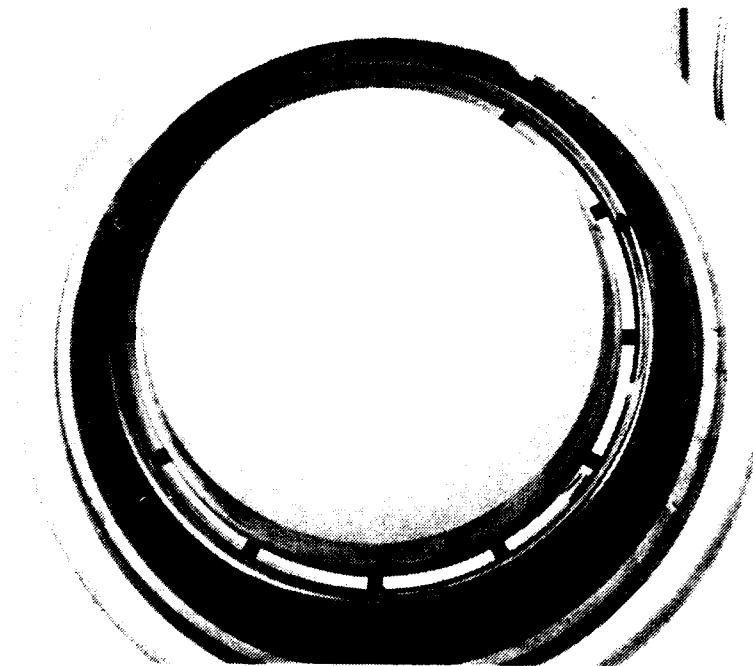


Figure 56. Koppers Aft Stationary Seal Components and Center Housing After Performance Testing

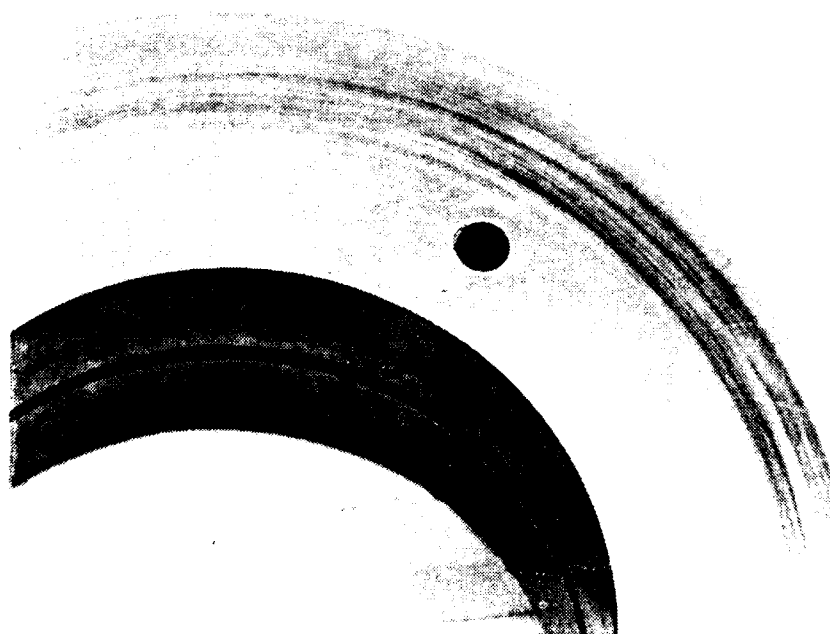


Figure 57. Close-Up of Aft Face of Koppers Runner After Performance Testing



Figure 58. Corrosion on Outside Diameter of Koppers Running After Performance Testing

seal was noted. This seal had been replaced at build-up for the endurance test because of assembly damage. Total running time on that seal at test cessation was therefore 71 hours while the other had 90.5 hours. Table 4 shows a summary of the leakage results recorded during the endurance testing.

Disassembly revealed that both anti-rotation dowels in each housing member had failed in multi-origin fatigue at the runouts between the triangular-shaped and round sections of the dowels. Without circumferential restraint the stationary seals rotated, dislodging and damaging some of the loading springs and thermocouples. Typical views are shown in Figures 60 through 62. As can be seen in Figure 63 the faces of the seals had suffered cavitation erosion pitting over short arcs extending (in the direction of runner rotation and water circulation) from the proximity probes utilized for gap measurements during the performance testing. Evidently the protrusion of the probe tips provided turbulent wakes which promoted cavitation. Pitting was also noted on the runner outer diameter as shown in Figure 64. This was located only in depressions formed by material removal for rotor dynamic balance.

Investigation of the dowel failures, unprecedented in Koppers' experience, indicated a number of possible causes, in order of greatest likelihood:

- (1) high torsional vibration due to failure of circuit board in drive motor SCR during performance testing
- (2) excessive torques arising from inadvertent very high acceleration and deceleration of the rotor during performance testing

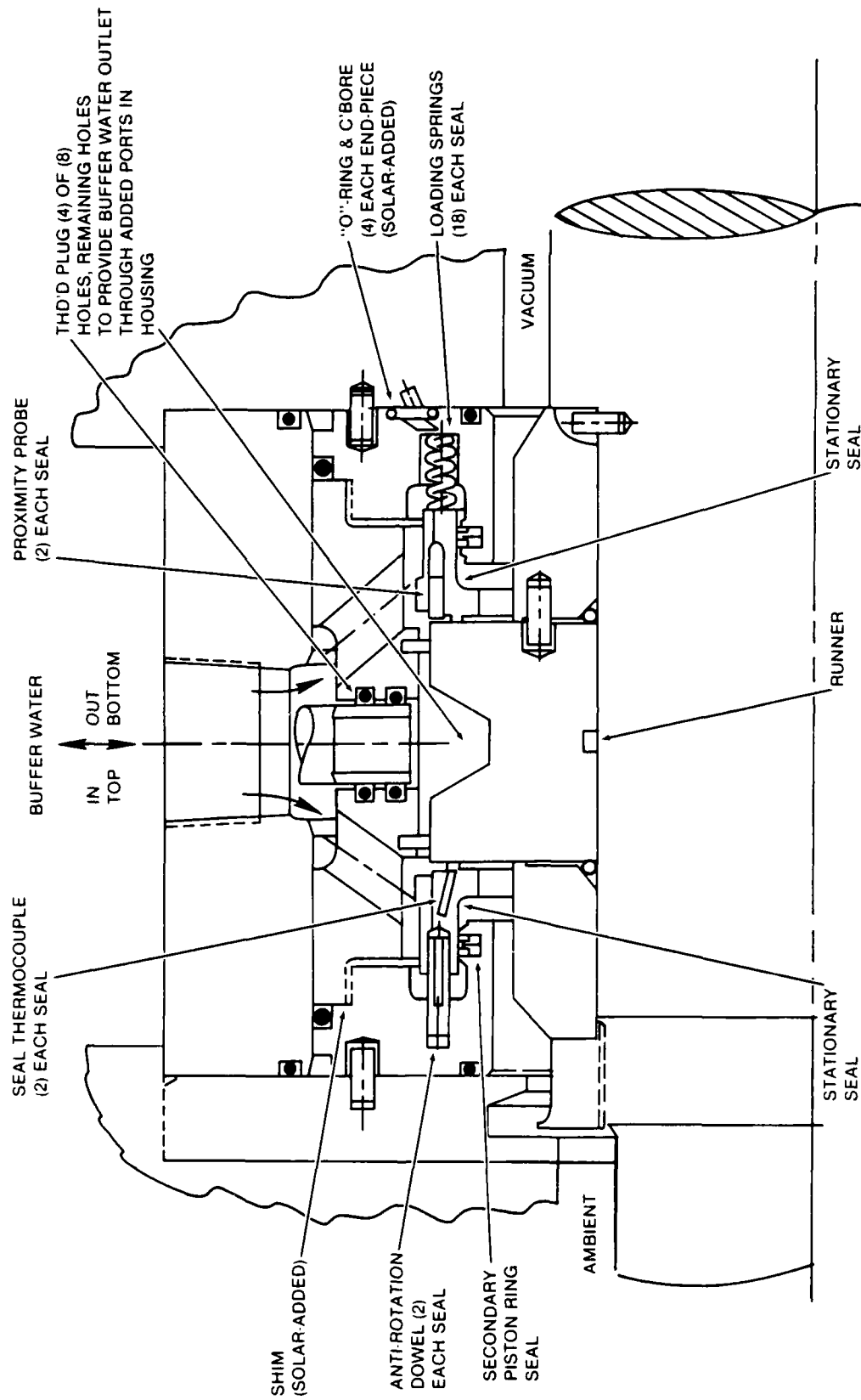


Figure 59. Koppers Face Seal Assembly, Modified

Table 4

| Endurance Test Running Time - Hr. | Atmosphere-Side (Forward) | | | | Vacuum-Side (AFT) | | | |
|---|---------------------------|----------------|----------------|------------------------------|-------------------|----------------|--------------|------------------------------|
| | Interval Hr. | Vol. Liters | Rate L/Hour | Cumulative Rate (Gal/Day) | Interval Hr. | Vol. Liters | Rate L/Hr | Cumulative Rate (Gal/Day) |
| 7.0 | 6.7 | 0.248 | 0.037 | 0.037 | 6.7 | 4.5 | 0.67 | 0.67 |
| 11.8 | 4.8 | 0.379 | 0.079 | 0.055 | 4.0 | 1.36 | 0.34 | 0.55 |
| 18.5 | 6.7 | 0.520 | 0.078 | 0.063 | 6.7 | 4 + | 0.60 | 0.57 |
| 24.0 | 5.5 | 0.051 | 0.009 | 0.051 | 5.5 | 9.7 | 1.76 | 0.68 |
| 32.6 | 8.6 | 0.634 | 0.074 | 0.057 | 8.6 | 9.5 | 1.10 | 0.79 |
| 51.0 | 11.2 | 1.2 | 0.107 | 0.070 | 11.2 | 11.2 | 0.73 | 0.78 |
| 67.0 | 16.0 | 3.5 | 0.219 | 0.110 | 16.0 | 5.6 | 0.35 | 0.66 |
| 71.0 | 4.0 | 1.0 | 0.250 | 0.119 | 4.0 | 36.2 | 9.05 | 1.20 |
| 71.1 | | | N/R | | 5 min. | 7.6 | 91.2 | 1.30 |

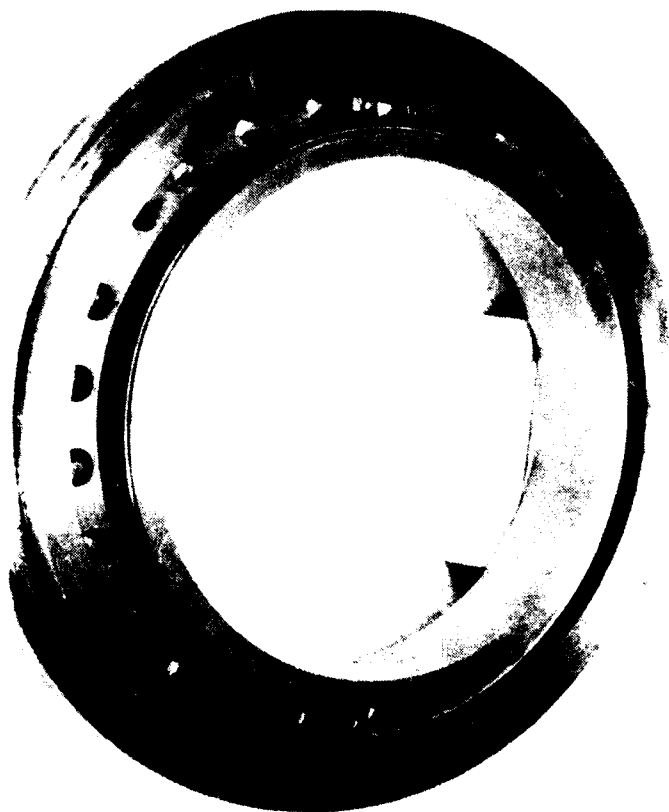


Figure 60.

Koppers Atmosphere-Side (Forward)
End Housing After Failure at 71
Hours of Endurance Test

Figure 61.

Close-Up of Figure 60 Housing
Showing Failed Anti-Rotation
Dowell and Typical Secondary
Damage

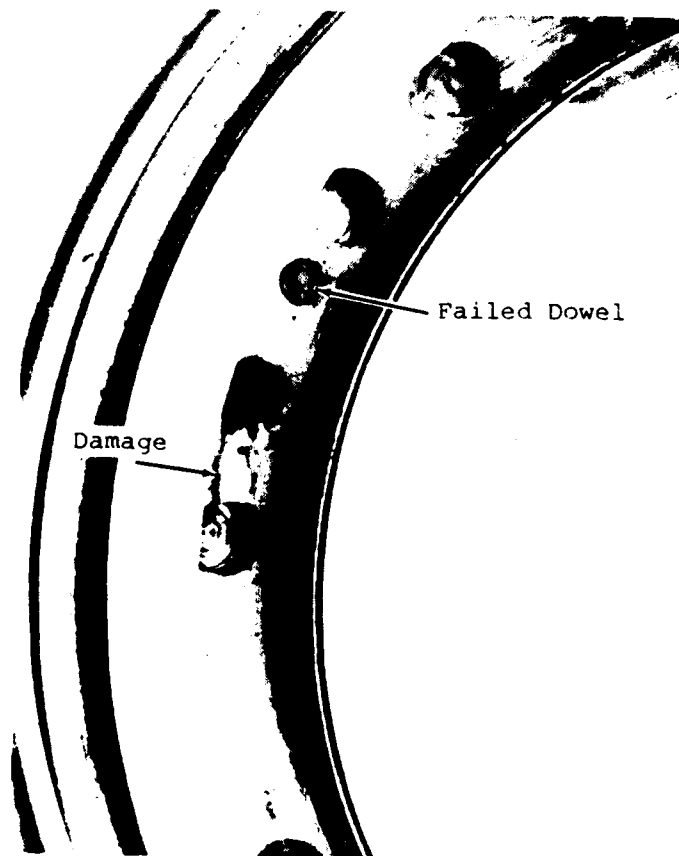


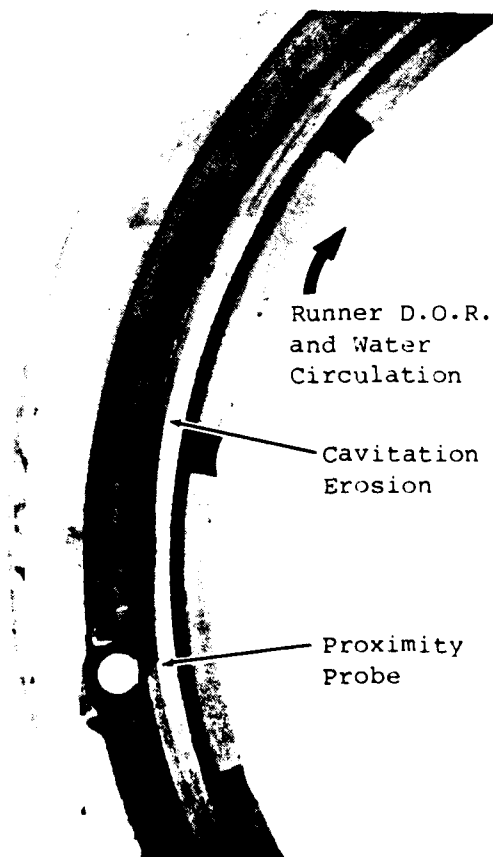


Figure 62.

Close-Up of Figure 60 Housing Showing Multi-Origin Fatigue on Fracture Surface of One Failed Anti-Rotation Dowel

Figure 63.

Close-Up of Figure 61 Seal Showing One of Two Areas of Pitting on Land Near Proximity Probe



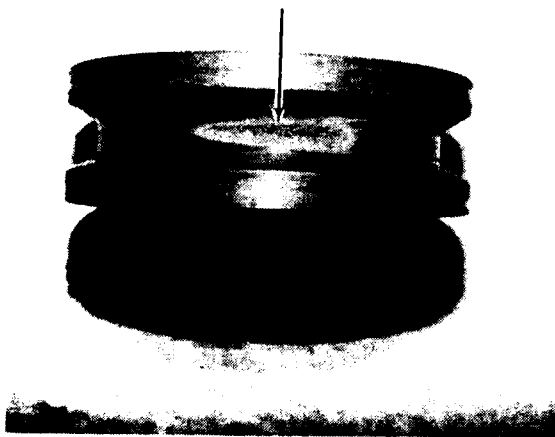


Figure 64.

Koppers Runner Showing Severe Corrosion and Erosion Pitting at Area of Material Removal (for Rotor Dynamic Balancing)

- (3) sharp radius on dowels at position of fractures
- (4) radial forces associated with localized cavitation on runner OD

All of the above factors could be eliminated by operating procedures and/or revised design features. In summation, the dowel failures did not constitute an impasse to the satisfactory operation of the Koppers seal but may be considered strictly mechanical failures with typical design engineering solutions.

Three factors demand mention relative to the cavitation erosion:

- . The proximity probes, which evidently each provided a turbulent wake to "trigger" cavitation, would not be present in production-type seals.
- . The runner was slightly larger in diameter than otherwise required so as to present a "target" surface for the proximity probes.
- . The localized depression where the erosion occurred on the runner outer diameter (material removed for rotor balancing) should be located on an unwetted surface.

Thus, with design modifications, avoidance of cavitation erosion might be possible with the Koppers assembly.

The Crane NASA-Solar seals were not endurance tested on the automated cycle schedule primarily because cavitation appeared during the first 29 hours of performance evaluation. Total running time on these seals was 29 hours.

4.8 SEAL BIBLIOGRAPHY

A partial bibliography, with emphasis on face seals, is included as Appendix V.

5

DISCUSSION OF RESULTS

The NASA-Solar seal assembly performed about as intended demonstrating zero leakage or leakage below the target value of 11 liter/day (3 gal/day) over a range of buffer pressures at each speed tested. At low buffer pressures air bubbles, of increasing volume as pressure was reduced, were observed in the buffer water outlet flow as it passed through the glass tube of the flowmeter. Zero water leakage was, however, still obtained under these circumstances. The pressure at which bubbles were no longer formed was found to increase with speed. While computed seal performance included satisfactory operation at low buffer pressures at all speeds, it seemed that actual pumping action of the runner spiral grooves on air was sufficient to overcome low buffer water pressures. This speed-related effect could in tests be eliminated by operating at slightly higher buffer pressures. Higher buffer pressures also aid in suppression of cavitation.

Cavitation-erosion was found to occur at the higher speeds tested. This can be minimized by keeping all surfaces as smooth as possible and no larger than necessary (particularly diameter), and minimizing the changes in direction the water is required to make, as for example by tangential entry and exit.

Demonstration of operation in accordance with analytical predictions was confirmed by measurement of separation of the sealing interfaces (Figure 27). It is believed that the aft seal did operate at somewhat lower film thicknesses than the forward seal because of the wear noted at first disassembly, particularly at the outer periphery of the runner and the outer half of the stationary seal. A cause for the wear could have been waterborne rust particles, however, the aft seal suffered significantly greater wear than the forward seal. Crane offered a possible explanation for this difference, suggesting hard particles of chrome left in the groove bottoms coming loose from that side of the runner. The second plating job resulted in much improved grooving with no residual particles.

The Koppers seals, once "run-in", produced low leakage rates. Also, separation of the sealing interfaces of about the estimated magnitude was detected during operation with the proximity probes.

During all the testing no seal behavior was encountered which would prevent turbine operation in the usual gas turbine fashion, i.e., typical start-up and shutdown acceleration and deceleration. The seal operating temperatures, for example, were found to reach near-equilibrium values within 2-3 minutes.

The Koppers parasitic drag losses were somewhat greater than they might otherwise have been with production-type seals. This was because the test seal runner diameter was slightly larger than necessary to provide target

surfaces for the 3.2 mm (0.125 in.) diameter proximity probes in the stationary seals. (The proximity probes in the NASA-Solar seals were "buried".) Ignoring other factors and assuming the same seal inner diameter, the differing radial width requirements of the sealing faces would rank the seals Koppers then NASA-Solar in order of increasing parasitic losses, mainly because those losses vary as the fourth power of the diameter of the surface in contact with the water. Since the losses vary only directly with the length of that surface, however, a wider but profiled runner such as the Koppers design should, generally, be considered by evaluation with the analyses in Appendix IV of this report. The Crane runner had chordal holes intended to promote cooling: they created pumping losses of about 3 kW (10.5 HP) at 12000 rpm.

Much experience was obtained with the use of water as a lubricant and in the application of face seals to the turbine. This has been collated in a self-sufficient form and presented in the section entitled "Design Guidelines".

Finally but very significantly, a development of the NASA-Solar seal was devised which overcomes both the factors which presented difficulties for the tested seals. The new type is shown in Figure 3 of the Summary. The area at the outer diameter of the runner is vented to vacuum rather than flooded with buffer water. The buffer water for lubrication and cooling is supplied separately through two sets of internal passages. Confidence that this type will not suffer cavitation erosion damage is, it is believed, offered by the test results of both seal assemblies - no erosion was found on the vacuum side of the sealing interfaces. Additionally, it may be seen by comparison of Figures 1 and 3 that one of the stationary seals has been eliminated further reducing parasitic losses. A similar adaptation of the Koppers seal would demand addition of a second sealing surface radially outwards of the first and an intervening annulus for the water buffer supply. Whether such a drastic revision to the original design, particularly involving as it would more than doubling the face area which must remain square and flat within very stringent limits during operation, would be viable is considered doubtful.

In summary, it is believed that the performance of the NASA-Solar and Koppers seals was as intended. Leakage rates varied from zero to about 11 liters/day (3 gal/day) at buffer system pressures which can readily be supplied and controlled. The seal static leakages were also low enough to permit continuous, moderate-level buffer system pressurization without exceeding target leakage even though the turbine is not operating.

6

DESIGN GUIDELINE

1. Seal performance and life can be enhanced by venting the seal at the high pressure (steam) end of the turbine rotor also to the condenser hot well (vacuum). The primary advantage of such a configuration is that it provides an essentially isothermal environment for the seals. Face seals have stringent requirements for flatness and squareness which would be difficult to maintain with the potentially large temperature gradients arising from the close proximity of steam. With the seals at both ends of the turbine having the same sealing environment and at least similar requirements, commonality of seal assemblies might be possible.
2. Carefully integrate the seal assembly into the turbine detail design. The seal vendor(s) should be required to submit fully dimensioned component and assembly drawings with recognized military, aerospace, or industry material specifications, including coatings and plating with thickness(es) and area(s) of coverage, and loading spring data. It should not be possible for the stationary seal loading springs to be compressed to their solid height in order to prevent distortion damage as might occur during build-up. Provision of a retention feature to hold the stationary seals against the loading springs past the subassembly stage is recommended. Where the stationary seals on either side of the runner have detail differences, "Murphy-proofing" to prevent interchanging them at assembly is mandatory. Assembly and subsequent in-service repair/replacement are greatly facilitated by configuring the seal assembly as a "plug-in" unit. It is recommended that provision be made to allow checking after complete assembly that the runner is properly located axially. That is, the spring deflection must produce loading of each stationary seal against the runner within acceptable (vendor-supplied) limits.
3. Minimize parasitic friction drag losses resulting from contact of rotating surfaces with the buffer water by minimizing rotating component exposed diameters (power \propto diameter⁴), speed (power \propto speed³), axial dimensions (power \propto length) and by minimizing the operative coefficient of friction (power \propto friction coefficient), consistent with optimum seal operating temperature requirements. (In the absence of applicable experimental experience, the theoretical analyses in Appendix IV of this report may be used.)
4. Arrange buffer water inlet and outlet flows so as to maintain as uniform a circumferential temperature distribution as possible in the stationary seals. If possible, avoid porting arrangements, etc. which tend to promote development of turbulent wakes or require changes in direction of

flow in favor of those which tend to reduce the relative velocity of the water flow and any rotating surfaces the water contacts. Multiple tangential inlets and outlets, for example, could be considered along with the absence of protruberances and interruptions in surfaces so as to minimize the chances for cavitation erosion. This applies particularly to instrumentation and includes localized removal of material for rotor balance.

5. Eliminate as far as practical the possibility of corrosion of wetted components. (Corrosion products and any other abrasive foreign material are extremely detrimental to both seal performance and life.) Machined AISI 304, 316 and 17-4 PH stainless steels, nylon, and CPVC plastic components can be recommended, based on successful use in this development program, with due consideration of limitations imposed by temperature and water-induced dimensional change of non-metallics.
6. During initial turbine build-up minimize seal lube water system contamination by an appropriate scrupulous cleaning procedure. Provision of water lube system filtration with capability to remove contamination including corrosion products is essential.
7. Ethylene propylene and nitrile material "O"-rings are, based on experience in this program, considered superior to Viton A for lube system use with water at temperatures under 90°C (200°F) because of a lesser tendency to take on a permanent set.
8. The use of teflon coatings and components and, at assembly, silicone grease (e.g., Dow Corning Stopcock or #11 silicone greases) as means to reduce static friction should be considered especially in the secondary seal area. With "O"-ring secondary seals loading hysteresis resulting from turbine rotor axial movements due to thrust bearing clearance and/or differential thermal expansion may have to be taken into account or avoided. Grease, however, must not be allowed to enter the sealing interface either by handling or, subsequently, in operation when increased temperatures may allow it to flow more readily.
9. During development testing of the actual steam turbine provision should be made for measurement of seal static leakage and, during operation, for varying buffer water pressure and flow and measuring seal leakages and temperatures and buffer flows and temperatures. This would permit optimization of the seal system design. The installation of proximity probes in each stationary seal to detect the gap between it and the runner would be desirable. The purpose would be to determine whether any instability occurred indicating the necessity for greater spring loading and/or stiffness. Observe guideline 4 above in determination of transducer location.
10. The seals in production turbines should be run-in by operating step-wise at progressively higher speeds.

7

CONCLUSIONS

1. An optimum mainshaft bearing and seal system for advanced US Navy COGAS steam turbines is a buffered system utilizing as the buffer fluid system feedwater obtained from the condensate boost pump and returned via the condenser hot well.
2. Face-type seals offer the most promise for achieving target overall system external leakage rates of 11 liters/day (3 gal/day) over the intended 15,000 hour turbine (TBO). Significant overall water treatment system simplification is feasible and attractive with their use.
3. Face seal performance and life can be enhanced by venting, through an appropriate labyrinth seal for example, the turbine high pressure end also to the condenser vacuum. This would provide, with no additional system water external loss, an essentially isothermal environment for the seals. High thermal gradients which can be detrimental to face seals and which would accompany sealing of steam would be eliminated.
4. Experimental evaluation of specially designed and manufactured candidate seals in a test rig showed that target leakage rates could be achieved with two vendor-supplied seal assemblies, Crane and Koppers.
5. Parasitic friction drag power losses can be substantial. They can be fairly closely estimated, and therefore minimized, by careful seal assembly design in accordance with existing theoretical treatments.
6. Cavitation-erosion damage was found to occur at the upper end of the tested speed range. This can be minimized by ensuring that wetted surfaces are as small in diameter and as smooth as possible and that water trajectories are as straight as possible, with tangential entry and exit for example.
7. A modified Crane NASA-Solar spiral groove seal was devised with the outer diameter vented to vacuum, circumventing the parasitic drag and cavitation problems. A similar approach with the Koppers seal appeared to be much more difficult if possible at all.
8. The experimental testing also showed that the water-lubricated face seals, once "run-in", could safely be operated in typical gas turbine fashion, i.e., did not require complex, slow start-up procedures.
9. Some scoring damage was encountered in the testing of the sealing interfaces from foreign material inadvertently admitted to the water system downstream of the filter.

8

RECOMMENDATIONS

1. Incorporate the modified Crane NASA-Solar spiral groove seal with its outer diameter vented to vacuum in the RACER COGAS steam turbine. Verification testing is recommended.
2. Determine the filtration requirements for the seal lube water supply system to prevent scoring damage to the seal interface from corrosion products or other contamination.

APPENDIX I

VENDOR PROPOSED DESIGNS

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| DISTR. | | DATE | | BY | |
| ARGEN. | | | | | |
| AUST. | | | | | |
| CAN. | | | | | |
| HOLL. | | | | | |
| JAPAN | | | | | |
| MEX. | | | | | |

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|----------------|--------|----|-----------|----|--|
| RELEASE TO MFG | | | | BY | |
| REVISIONS | | | | | |
| LTR | E.C.N. | BY | DATE | CK | |
| A | 2A | DK | 13 Jun 78 | | |

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4.565 BONE
4.560 LENGTH

320 (TYP)
300

I DRILL 1 DEEP
32 ONE PLACE
ON 4 8 BC
BOTH ENDS
IN SAME
ANGULAR PLANE
(ANY POSITION)

36
5.250
5.253 (2 PLCS)

2.750
2.748
3.062
3.059
2.755
2.754
3.062
3.059
.065
.075
2 PLCS

SCALE - FULL

GW 300
DOUBLE 50PL

Prop 78064-R

ORDER NO.
REF.
DWG.
ASSY.
SUPER-SEDES

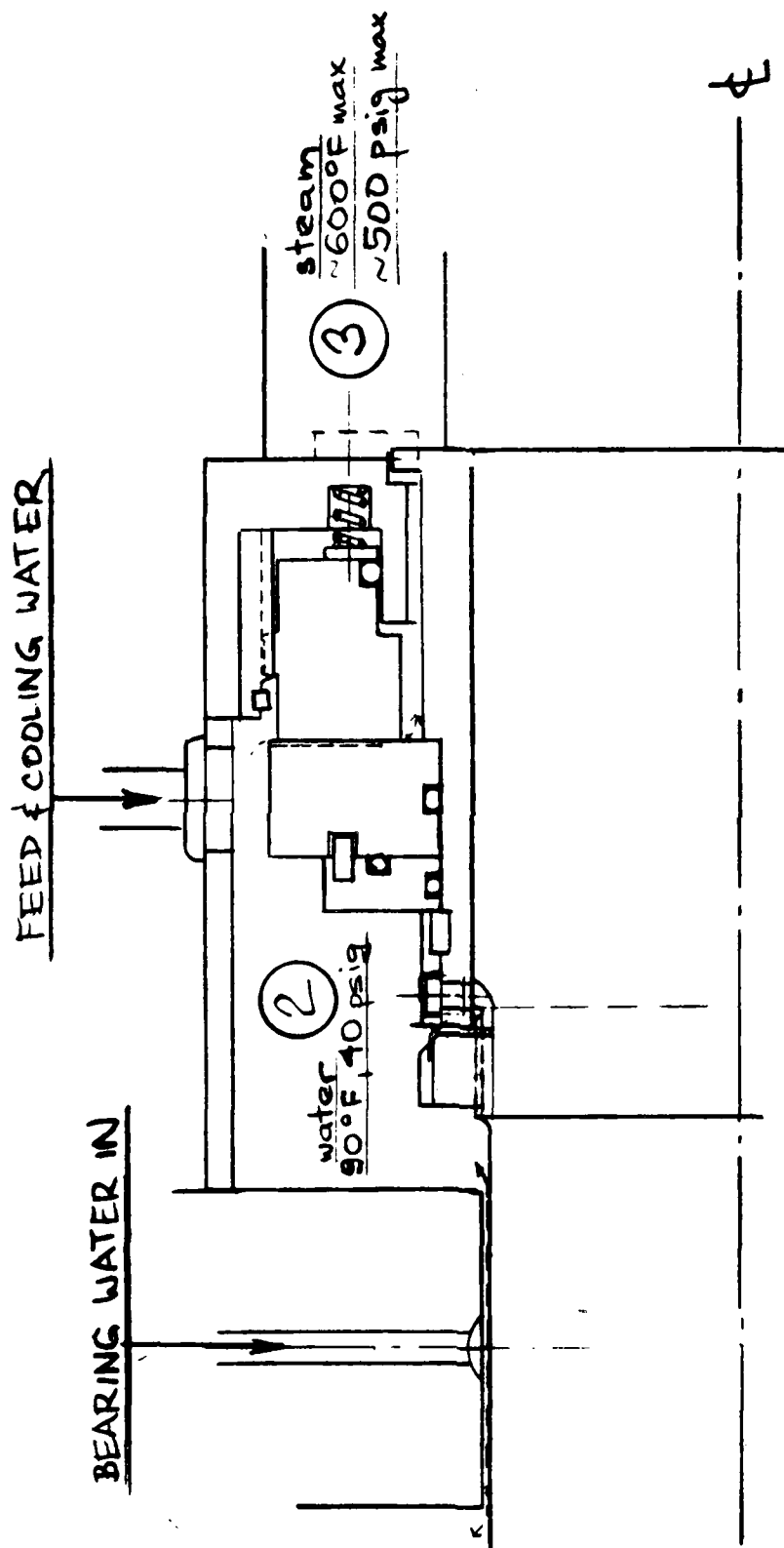
UNLESS OTHERWISE SPECIFIED
BREAK OR DEBURR SHARP EDGES
INTERNAL CORNERS .000 R40 H
SURFACE FINISH 125 PER ANSI B46.1
DIMENSIONAL TOLERANCES
ANGLES ±3°
HOLES ±.010 DIA
OTHER .000 FROM MMC
INTERPRET PER ANSI Y14.5

Mechanical Seal Division
BORG WARNER CORPORATION TEMECULA CA 92390

Prop 78064-R

DATE 9 MAY 78
REV

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permit fully legible reproduction



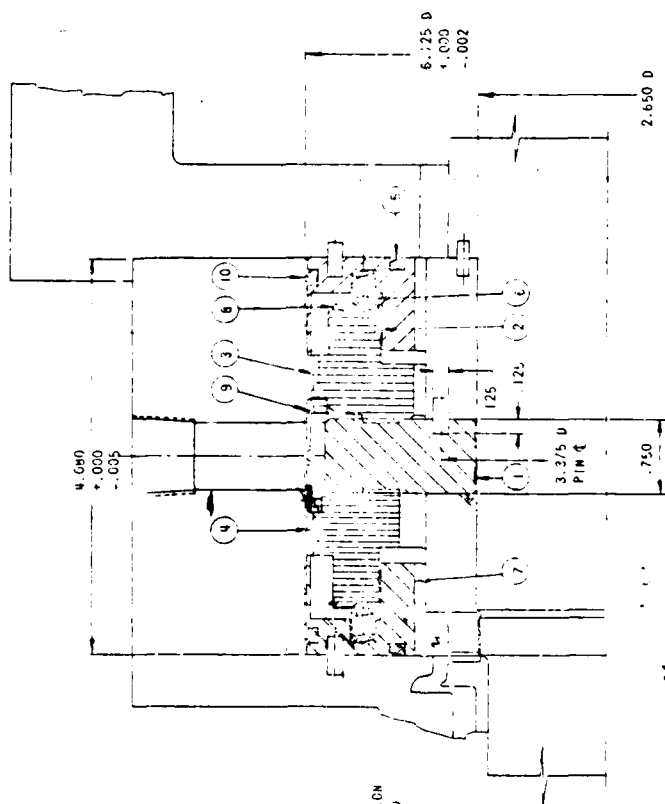
WATER BEARING & REVERSE T20 SEAL - SOLAR

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permit fully legible reproduction

J. SEDY
5-24-78

| QTY | PART NUMBER | UNIT | PART NAME | MATERIAL | INT. PARTS |
|-----|-------------|------|-----------|-------------------|------------|
| 1 | C28 | 2625 | 013 | CR ON 410 S.S. | X |
| 2 | C28 | 0090 | 048 | VILION OP. JUAL | X |
| 3 | C28 | 4000 | 015 | 1 CARBON | X |
| 4 | C28 | 4000 | 016 | 1 CARBON | X |
| 5 | C28 | 0060 | 043 | 2 VILION OR EQUAL | X |
| 6 | C28 | 2246 | 011 | 16 316 S.S. | X |
| 7 | C28 | 4000 | 016 | 2 316 S.S. | X |
| 8 | A28 | 4000 | 031 | 2 316 S.S. | X |
| 9 | A9 | 4000 | 031 | 2 316 S.S. | X |
| 10 | | 0060 | 257 | 2 VILION GR EQUAL | X |

JOHN BATT
DEC 18 1978



DWG No CF-SP-71507-1

COUNTERCLOCKWISE ROTATION
AS VIEWED FROM THIS END

OPERATING COND

LIQUID WATER

SP. GR. 1.00 R.P.M. 100-5000f

TEMP 100 P.S.I.C.

CODE X 35 1 0 1 (316 S.S.)

SUPPLY N. 426 300-C20

BIP REF SOLAR D-6 - RSK 230832

UNIT REF TEST SEAL ASSEMBLY

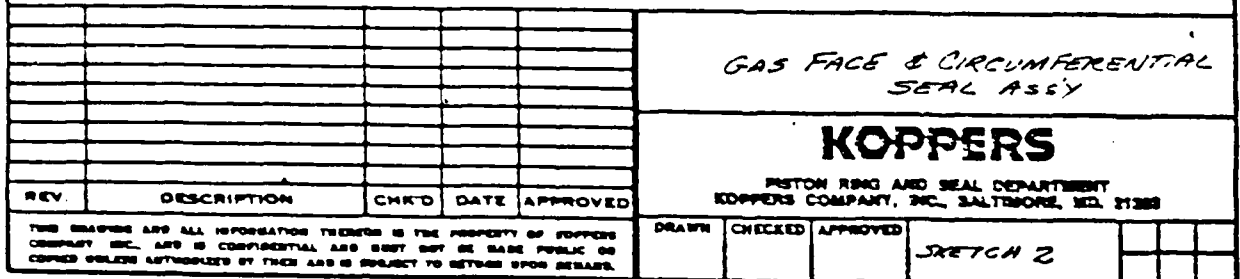
CRANE PACKING COMPANY
8400 W. DARTMOUTH ST
MORTON, ILL 61550

SPECIAL T-28
4.000 D SHAFT SEAL
SOLAR, SAN DIEGO

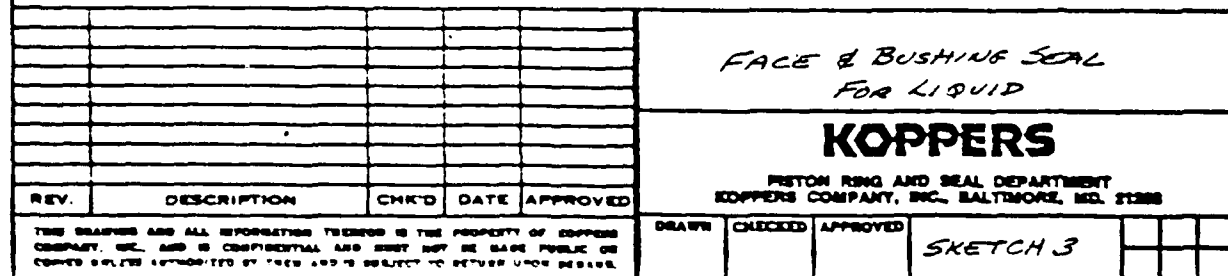
- ☐ FLUIDS: WATER, LIQUID, VISCOSITY 10-100 C.P.
- ☐ TEMPERATURE: 100-500 F
- ☐ PRESSURE: 100-500 P.S.I.
- ☐ SPEED: 100-500 R.P.M.
- ☐ SEALS: 100-500 P.S.I.
- ☐ MATERIAL: 316 S.S.
- ☐ DIMENSIONS: 100-500 P.S.I.
- ☐ WEIGHT: 100-500 P.S.I.
- ☐ LENGTH: 100-500 P.S.I.
- ☐ WIDTH: 100-500 P.S.I.
- ☐ THICKNESS: 100-500 P.S.I.
- ☐ SURFACE: 100-500 P.S.I.
- ☐ FINISH: 100-500 P.S.I.
- ☐ TOLERANCE: 100-500 P.S.I.
- ☐ QUANTITY: 100-500 P.S.I.
- ☐ DATE: 100-500 P.S.I.
- ☐ BY: 100-500 P.S.I.
- ☐ CHECKED: 100-500 P.S.I.
- ☐ APPROVED: 100-500 P.S.I.

| | | | | |
|---|-------------|---------|----------|---|
| | | | | |
| <p>DOUBLE FACE SEAL</p> | | | | |
| <p>KOPPERS</p> <p>PISTON RING AND SEAL DEPARTMENT KOPPERS COMPANY, INC., BALTIMORE, MD. 21205</p> | | | | |
| REV. | DESCRIPTION | CHK'D | DATE | APPROVED |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
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| DRAWN | | CHECKED | APPROVED | SKETCH 1 <div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 20px; height: 20px;"></div> <div style="width: 20px; height: 20px;"></div> <div style="width: 20px; height: 20px;"></div> </div> |

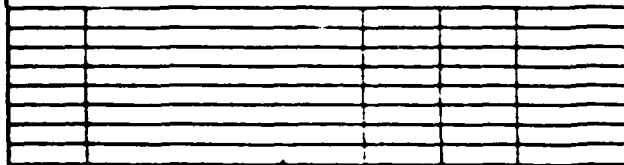
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Copy available to DTIC does not
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84

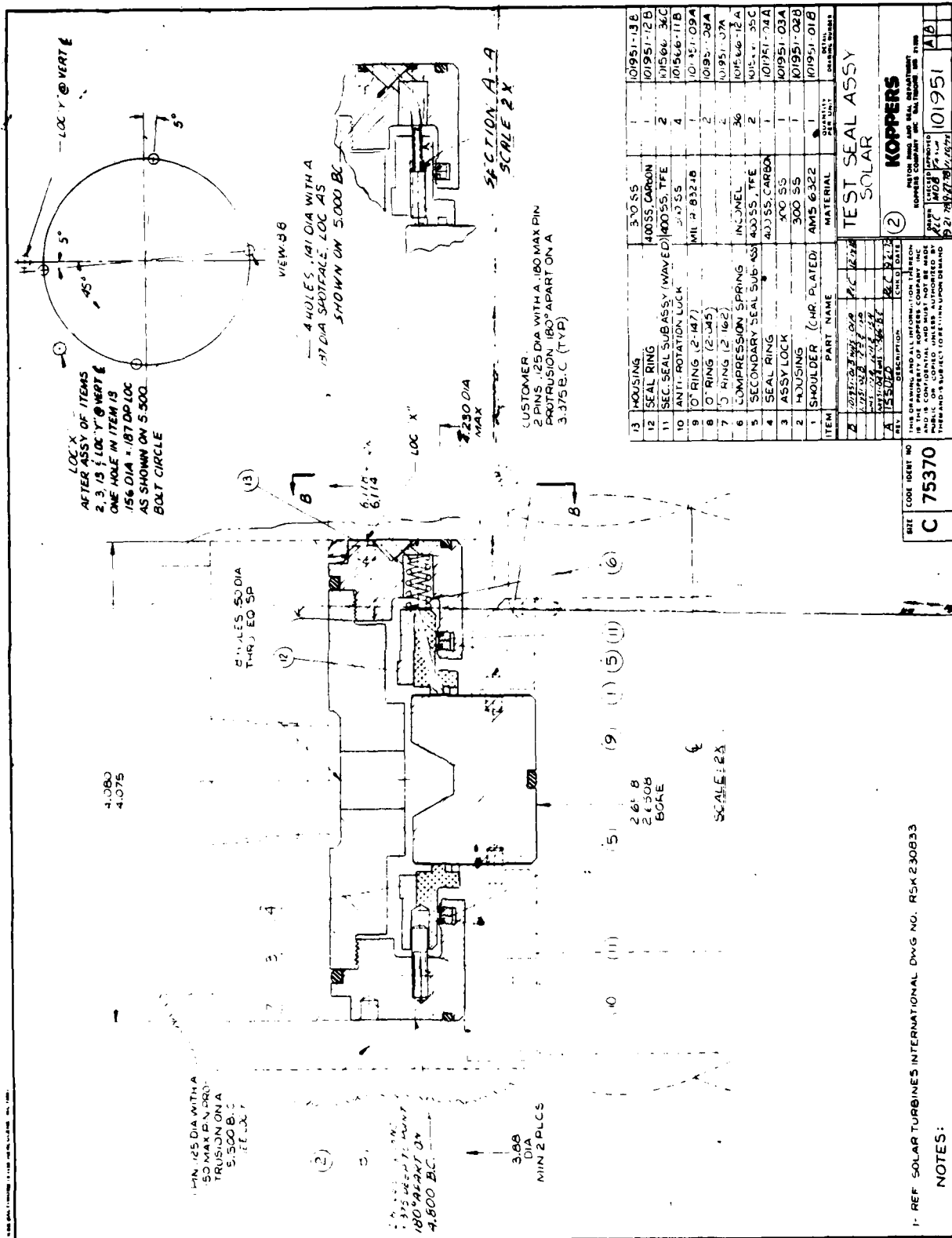


KOPPERS

| REV. | DESCRIPTION | CNKT'D | DATE | APPROVED |
|------|-------------|--------|------|----------|
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| | | |
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| DRAWN | CHECKED | APPROVED |
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85

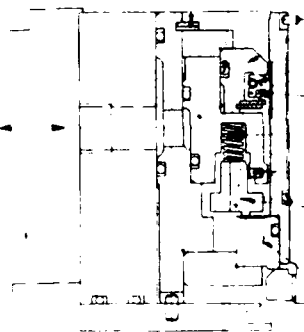


The Draftboard Inc

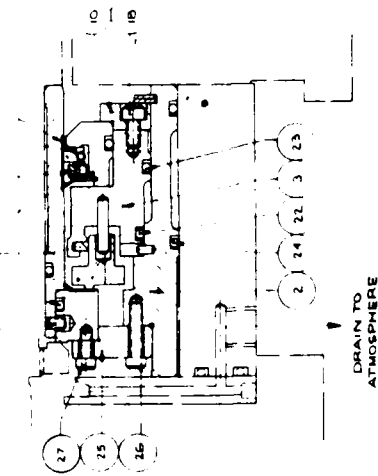
88

| | | | |
|--|--------------|--|--------------|
| REVIEWED PART NO | DESCRIPTION | MATL | MATL SPEC |
| LIST OF MATERIALS | | | |
| STEIN SEAL COMPANY | | FOR STREET & HEDMAN AVENUE PHILADELPHIA, PA. 19122 | |
| WATER BUFFERED TANDEM | | FACE SEAL | |
| REF | SOLAR DMS NO | DATE | CORE REPT NO |
| | RISK 23011 | C | 03673 |
| AS NOTED | | SSCY 6674 | |
| REVIEWED PART NO | | DESCRIPTION | |
| MATERIAL SPEC | | MATERIAL | |
| LIST OF MATERIALS | | STEIN SEAL COMPANY | |
| FOR STREET & HEDMAN AVENUE PHILADELPHIA, PA. 19122 | | WATER BUFFERED TANDEM | |
| FACE SEAL | | SSCY 6674 | |
| REF | SOLAR DMS NO | DATE | CORE REPT NO |
| | RISK 23011 | C | 03673 |
| AS NOTED | | SSCY 6674 | |

BUFFER WATER INLET AT 12 O'CLOCK
30°F
BUFFER WATER OUTLET AT 6 O'CLOCK



SHAFT SPEED
15000 RPM NOM

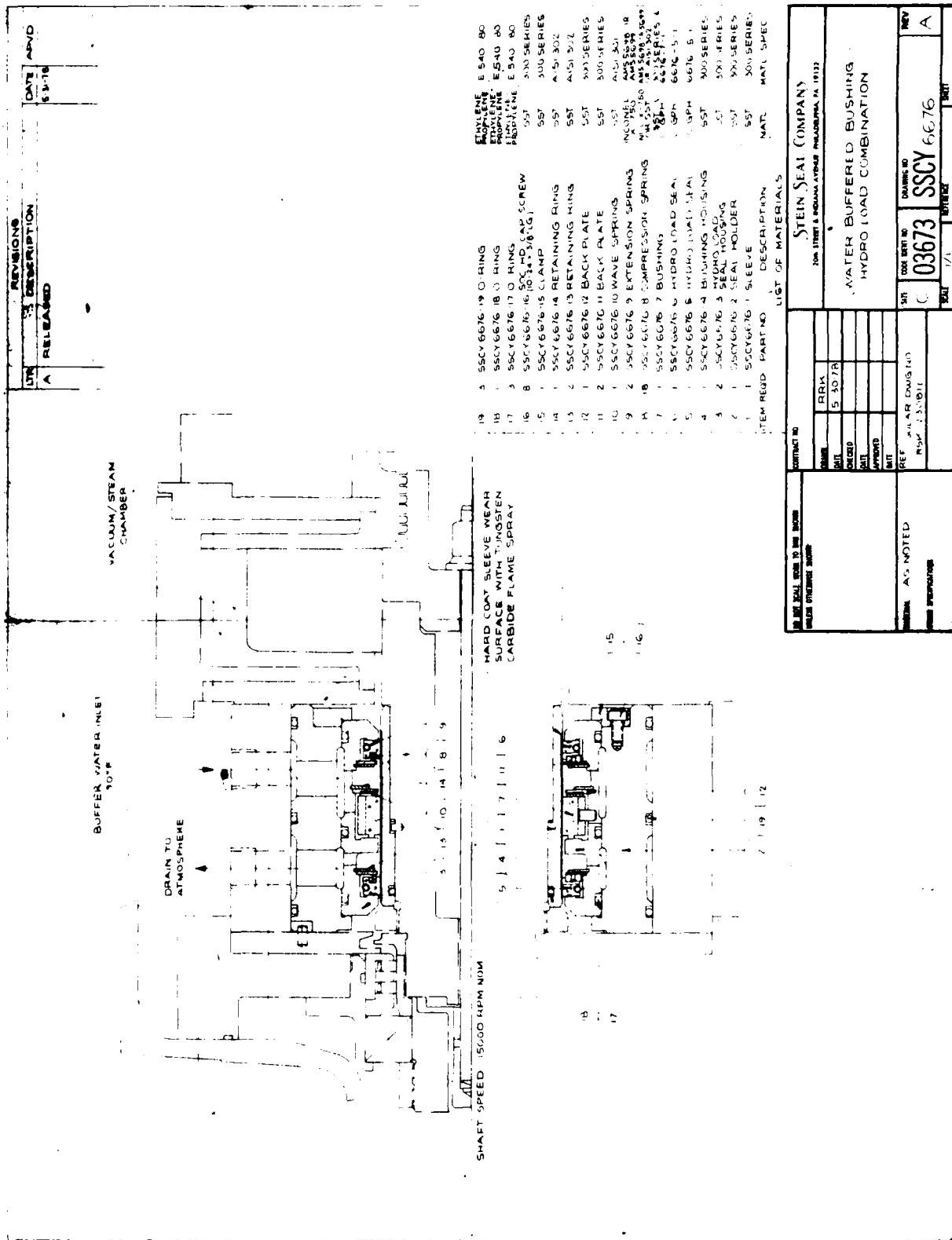


HARD COAT SLEEVE AND COLLAR
WEAR SURFACE WITH TUNGSTEN
CARBIDE FRAZE SPRAY

| REV | REVISIONS | DATE | APPROV |
|-----|---------------------------|--------|--------|
| A | RELEASED | 5-1-78 | |
| B | DELETED HINDBACK (ITEM 9) | | |
| | ADDED ITEM 17 | 5-1-78 | |
| | REDESIGNED ITEMS 1 AND 2 | | |

| ITEM NO | DESCRIPTION | MATL SPEC |
|---------|----------------------------------|-------------|
| 27 | SSCY6675 27 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 26 | SSCY6675 26 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 25 | SSCY6675 25 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 24 | SSCY6675 24 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 23 | SSCY6675 23 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 22 | SSCY6675 22 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 21 | SSCY6675 21 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 20 | SSCY6675 20 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 19 | SSCY6675 19 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 18 | SSCY6675 18 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 17 | SSCY6675 17 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 16 | SSCY6675 16 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 15 | SSCY6675 15 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 14 | SSCY6675 14 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 13 | SSCY6675 13 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 12 | SSCY6675 12 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 11 | SSCY6675 11 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 10 | SSCY6675 10 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 9 | SSCY6675 9 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 8 | SSCY6675 8 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 7 | SSCY6675 7 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 6 | SSCY6675 6 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 5 | SSCY6675 5 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 4 | SSCY6675 4 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 3 | SSCY6675 3 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 2 | SSCY6675 2 1/2" DIA. VALVE STEM | ALLOY STEEL |
| 1 | SSCY6675 1 1/2" DIA. VALVE STEM | ALLOY STEEL |

| | |
|--|-----------|
| STEIN SEAL COMPANY 2001 STEIN & SONS AVENUE, PHILADELPHIA, PA 19132 | |
| WATER BUFFERED FACE SEAL - HYDRO LOAD COMBINATION | |
| ITEM NO | REV |
| C 03673 | B |
| DATE | REV |
| 5-1-78 | 1 |
| SSCY 6675 | |
| REF | SSCY 6675 |
| AS NOTED | |



APPENDIX II-1

**SOLAR SOURCE CONTROL DRAWING
RSK 230832**

AD-A149 372

LOW LEAKAGE TURBINE SHAFT SEALS FOR ADVANCED COMBINED
CYCLE SYSTEMS(U) SOLAR TURBINES INC SAN DIEGO CA
G W HOSANG NOV 84 SR84-R-4622-36 N00024-78-C-5345

2/2

UNCLASSIFIED

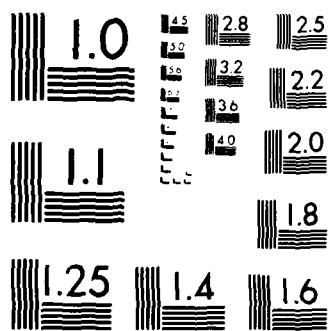
F/G 11/1

NL

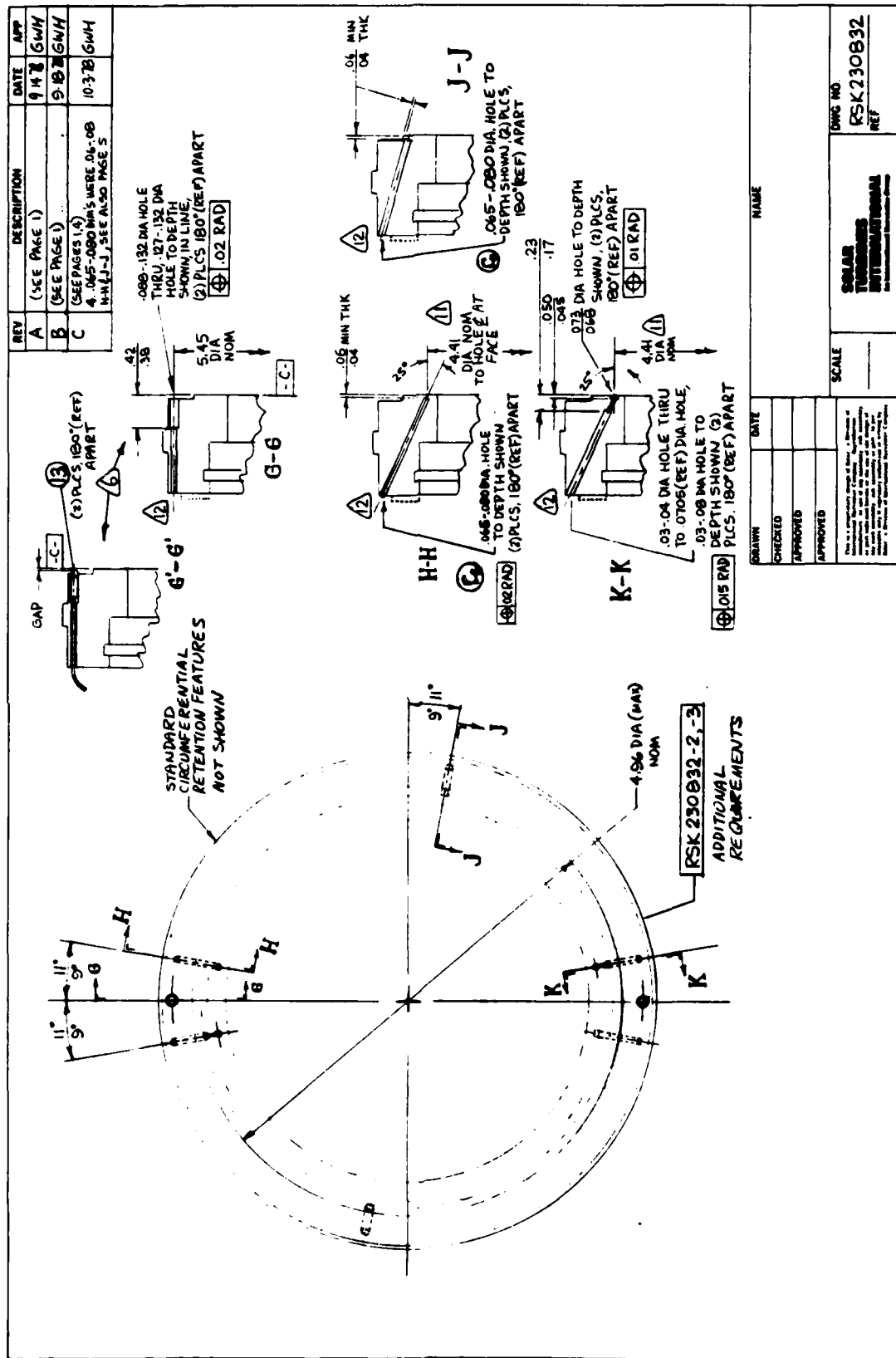
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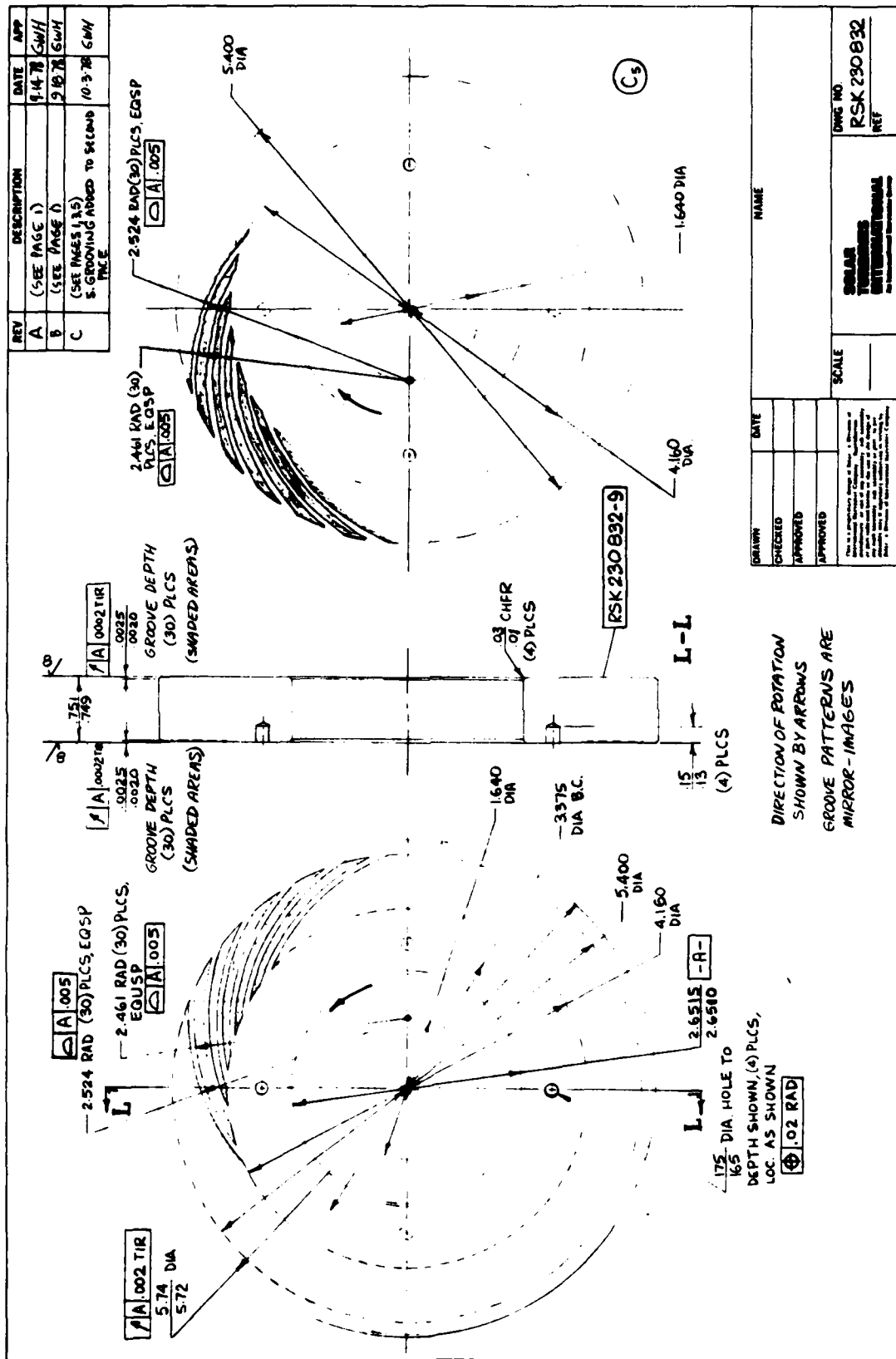
FILMED

DTIC



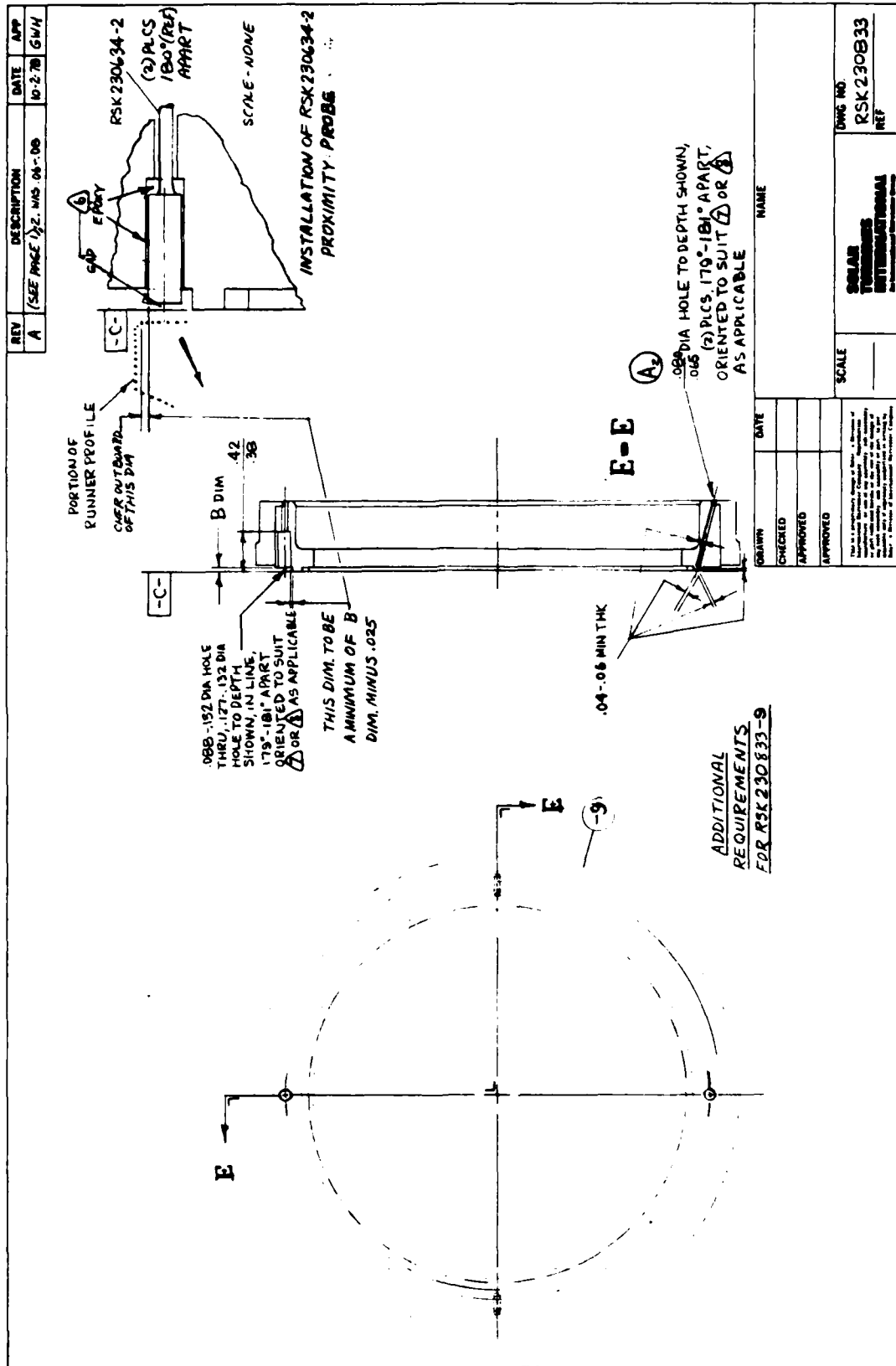
MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS 1963-A





APPENDIX II-2

**SOLAR SOURCE CONTROL DRAWING
RSK 230833**



APPENDIX III

EXPERIMENTAL DATA

Lu. Pöss: 3

11/11/11
11/11/11

Flow multiplier factor: 0.65

Removed springs # 11th from O.P. regulator & installed # 12. & checked OC statically.
Drained approx 9L H₂O from GLA 101 (confirmed) & H₂O — changed to 1521 (830) changed to 1 Hr.

WATSA Solar Hi-Speed Perf. (WSP).

Flow multiplier / y factor = 6 ft/s

[illegible]

Flow multipliers / q_0 factor = 0.65

Copy available to DTIC does not permit fully legible reproduction

Flow multipliers / ρ factor = GPa

115

| Time | Speed | Cond. (lines) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | DCV | DCA | DCM | % |
|----------------------|-------|--------------------|-------|-------|-------|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|---|
| 11:50 | 2100 | 25.7 sec (100 sec) | | | | | | | | | | | | | | 63 | 8 | 8 | |
| 12:05 | 1800 | 27.2 sec (100 sec) | 23.10 | 23.10 | 23.10 | 33 | 33 | 34 | 34 | 34 | 34 | 20 | 21 | 22 | 21 | | | | |
| 12:11 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:20 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:30 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:40 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:50 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:55 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:57 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| End test (1500 sec) | | 34.0 sec | | | | | | | | | | | | | | | | | |
| Alt. test (1500 sec) | | 34.0 sec | | | | | | | | | | | | | | | | | |
| Alt. test (1500 sec) | | 34.0 sec | | | | | | | | | | | | | | | | | |
| 12:58 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 12:59 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:00 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:01 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:02 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:03 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:04 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:05 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:06 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:07 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:08 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:09 | 1000 | 34.0 sec (100 sec) | 24 | 24 | 24 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 22 | 22 | 22 | | | | |
| 13:10 | 1000 | 34.0 sec (100 sec) | 24 | 2 | | | | | | | | | | | | | | | |

SOLAR
KUPFON-1EF (1), EUPHONIC (1)
[OVER, (2)]

SOLAR

| Time | Speed | Vol. | Temp. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | D.C.V. | D.C.A. | % Comp. | Notes |
|-------|-------|-------|-------|----|----|----|----|----|----|----|----|----|----|----|----|--------|--------|---------|---------------------|
| 11:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | STARTED ON POINT 10 |
| 11:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 11:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 12:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 13:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 14:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 15:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:50 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 16:55 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:00 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:05 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:10 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:15 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:20 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:25 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:30 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:35 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:40 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:45 | 1500 | 100 | 100 | 38 | 30 | 41 | 47 | 52 | 58 | 57 | 52 | 50 | 30 | 37 | 35 | 480 | 47 | 53 | |
| 17:50 | 1500 | 100</ | | | | | | | | | | | | | | | | | |

DATE _____

ARBINES INCORPORATED

NAVSEA SEMS-KORPERS ENVOUANCE (3)

↓ \$

1 NO. 001

SPRINT 1957

DATE _____

ARBINES INCORPORATED

NAVSEA SEMS-KORPERS ENVOUANCE (3)

↓ \$

1 NO. 001

SPRINT 1957

DATE _____

ARBINES INCORPORATED

NAVSEA SEMS-KORPERS ENVOUANCE (3)

↓ \$

1 NO. 001

SPRINT 1957

DATE _____

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NAVSEA SEMS-KORPERS ENVOUANCE (3)

↓ \$

1 NO. 001

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MAVSEA SEMS - KOPRITS BUDJANICE (4)

| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|----|------|-------|--------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| HE | Time | Speed | T/C NO | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX IV

DESIGN DATA

- | | |
|----------------------|----------|
| 1. Crane/GE Analysis | page 123 |
| 2. NASA Analysis | page 127 |

A. ENCLOSED CYLINDERS WITH ZERO AXIAL FLOW IN THE GAP**1. Basic Concepts and Definitions**

The drag torque, or moment, M , produced by fluid friction, often called "windage," of a rotating cylindrical surface is generally evaluated in terms of a friction factor, c_f , defined as follows:

$$c_f = \frac{T}{\rho(\omega r_i)^3 / (2g)} = \frac{M}{\pi r_i^4 L \omega^3 / g} \quad (1)$$

where the symbols are the conventional symbols defined in Section G408, 1, p. 2, as well as in item B below. Subscripts i and o here refer to the rotor ("inner" surface of the rotor-stator gap) and stator ("outer" surface) respectively.

This relation excludes the contribution of the ends (which can be considered separately as "disks") and of the bearings. The power loss from "drag" or "windage" of the cylindrical surface is as follows:

$$\text{in mechanical units:} \quad P_w = M\omega \text{ ft lbs/sec} \quad (2)$$

$$\text{or, in watts:} \quad q_w = (1.358 M\omega) \text{ watts} \quad (3)$$

The evaluation of c_f is explained below.

B. STEP-BY-STEP PROCEDURE FOR EVALUATING FRICTION FACTOR, c_f **Step 1. Data**

From the given data, or estimates, evaluate the following quantities (one set of consistent units and numerical values are noted here as an example). For properties of gas and of liquids, see Section G513 and G514, respectively, but make sure to use, or convert to, the units chosen here.

| | | Units | Numerical Example |
|-------------------------------------|----------|--------------------------|--------------------------------------|
| Fluid density | ρ | lb/ft ³ | 0.075 (air at 1 atm, 70°F) |
| Fluid viscosity | μ | lb/(sec ft) | 1.223×10^{-4} (air at 70°F) |
| Radial gap between rotor and stator | b | ft | 0.03 |
| Radius of rotating cylinder | r_i | ft | 0.30 |
| Rev. per minute | n | rpm | 3600 |
| Rotational velocity | ω | rad/sec ($=2\pi n/60$) | 377 |
| Rotor axial length | L | ft | 2.0 |

Step 2. Taylor Number

Evaluate, from the above data, the rotor Taylor number, $(N_{Ta})_i$, from its constituent factors, as follows:

| Factor or Formula | Numerical Example |
|--|--|
| $\frac{\rho \omega r_i b}{\mu}$ | $\frac{0.075 \times 377 \times 0.30 \times 0.03}{1.223 \times 10^{-4}} = 20,800$ |
| b/r_i | $0.03/0.30 = 0.10$ |
| $(N_{Ta})_i = \left(\frac{\rho \omega r_i b}{\mu}\right) \left(\frac{b}{r_i}\right)^{1/2}$ | $20,800 (0.10)^{1/2} = 6.58 \times 10^3$ |

Eq. (4)

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DESIGN DATA
DRAG - ROTATING
CYLINDERS - ENCLOSED

Fluid Flow
Division

Step 3. Friction Factor

Evaluate c_f from whichever of the following formulas for c_f applies to the pertinent range of $(N_{Ta})_i$:

| Range | Formula | Segments in Fig. 5-1 |
|--|---|-------------------------|
| $0 < (N_{Ta})_i < 41$ (Laminar) | $c_f = \frac{2}{(\rho \omega r_i b / \mu)} \frac{(1 + b/r_i)^2}{(1 + 0.5b/r_i)} \quad \text{Eq. (5)}$ | a-b |
| $41 < (N_{Ta})_i < 63$ (Transition) | $c_f = \frac{2(N_{Ta})_i^{1.0}}{\rho \omega r_i b / \mu} = 2 \left(\frac{\rho \omega r_i b}{\mu} \right)^{0.6} \left(\frac{b}{r_i} \right)^{0.76} \quad \text{Eq. (6)}$ | b-c |
| $63 < (N_{Ta})_i < (N_{Ta})_i, V-T$ (Vortex Flow) | $c_f = \frac{0.476(N_{Ta})_i^{0.5}}{\rho \omega r_i b / \mu} = \frac{0.476(b/r_i)^{0.26}}{(\rho \omega r_i b / \mu)^{0.5}} \quad \text{Eq. (7)}$ | c-d |

For $(N_{Ta})_i, V-T$ see Note 1 below. This equation (7) applies when vortex-flow is dominant.

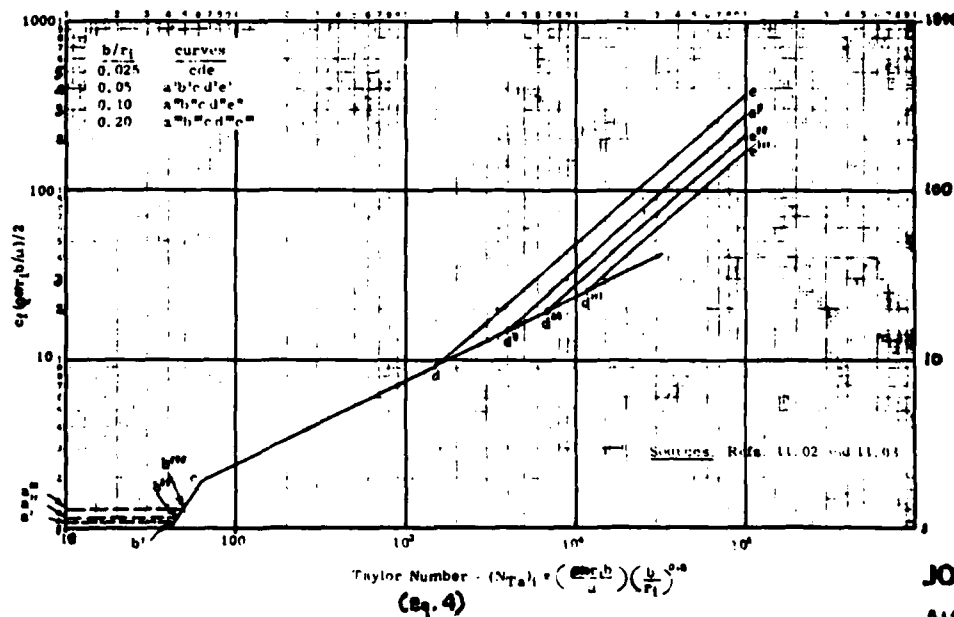
$(N_{Ta})_i, V-T < (N_{Ta})_i < \infty$
(Turbulent)

c_f in this range is related to $(\rho \omega r_i b / \mu)$ by the implicit relation:

$$(\rho \omega r_i b / \mu) = \exp \left\{ \frac{(1 + b/r_i)}{1.2/2c_f(1 + 0.5b/r_i)} - \log_e \left[\frac{\sqrt{c_f/2}}{2(1 + b/r_i)} \right] - 8.58 \right\} \quad \text{Eq. (8)}$$

d'-e'
d''-e'' etc.

Note 1: $(N_{Ta})_i, V-T$ is the value of $(N_{Ta})_i$ at transition from vortex-dominant flow to turbulence-dominant flow. Until better test evidence becomes available, the procedure here suggested is to evaluate c_f from Eq. (7) and also from Eq. (8) and use whichever of these values is the higher. The approximate value of $(N_{Ta})_i, V-T$, above which Eq. (8) is then applicable, can be judged, from inspection of Fig. 5-1, as the intersection of segments cd and de, selected for the chosen value of (b/r_i) .



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Figure 5-1. Friction Factor for Smooth Cylinder Rotating in a Smooth Coaxial Enclosure with Zero Axial Flow

SYMBOLS (with one set of consistent units as an example)

- a, Radius of rotating cylinder, or of edge of a disk, feet
- b, Thickness of disk, or radial gap between cylindrical rotor and the cylindrical stator surrounding the rotor, feet
- c, Disk radial-tip clearance, feet
- c_f , Friction factor, defined as $\tau / (\rho \omega^2 r_l^2 / 2g) \pm \tau / (\rho \omega^2 a^2 / 2g)$, i.e., based on the peripheral velocity, $\omega r_l \pm \omega a$, of the rotor
Note: If the force unit were not lb., but were newton or dyne, the factor g would be deleted.
- C_{mt} , Disk torque (or moment) coefficient, defined by
$$M_t = C_{mt} [\rho \omega^2 a^3 / (2g)] \text{ lb. ft.}$$

Note: The "note" on c_f above applies here also.
- f, Friction factor defined as $\tau (\rho V_{rel}^2 / 2g)$, i.e., based on relative velocity, V_{rel} , between the rotor surface and the average "bulk" velocity of the fluid in the rotor-stator gap. (See c_f for a definition of a different form of friction factor.) The "note" on c_f above applies here also.
- g, Gravitational acceleration, generally used here as a conversion factor between force units and mass units
- K, k = β / ω = ratio of angular velocities, called "core rotation coefficient"
- L, Axial length, feet
- M, Torque or moment in general, lb. ft.
- M_t , Disk frictional torque, for one side, lb. ft.
- n, Rotational speed expressed as rev. per minute = $60 \omega / (2\pi)$, rpm
- N_{Re} , Reynolds number as defined for the pertinent context; if not otherwise defined N_{Re} is Reynolds number defined as:
$$N_{Re} = \frac{\omega a^2}{\nu}$$
- p, Pressure, lb/ft² unless otherwise specified
- Q, Through flow as may be supplied from an external source, ft³/sec
- Q_p , Disk pumping capacity, ft³/sec
- r, Distance radially outward from axis, feet
- r_e , Radius at inlet (entrance) of ventilating air (for disks), ft.
- r_l , Radius of a cylindrical rotor, ft.
- r_o , Radius of cylindrical stator enclosing a rotor, so $r_o = (r_l + b)$, ft.
- s, Axial clearance between the disk and side wall, feet
- u, Absolute tangential velocity component, ft/sec
- u_{rel} , Tangential velocity component relative to the disk, ft/sec
- v, Absolute radial velocity component, ft/sec
- v_o , Reference radial velocity, ft/sec
- v_{rel} , Relative radial velocity component, ft/sec
- V, Resultant relative velocity, ft/sec
- w_o , Reference axial velocity, ft/sec
- z, Axial distance, measured from rotating disk surface unless otherwise specified, feet

GREEK LETTERS

- β , Angular velocity of fluid in the gap, rad/sec
- δ , Boundary layer thickness on the disk, feet, subscript t refers to tangential-velocity, subscript r refers to radial-velocity boundary layer; without subscript these thicknesses are assumed to be the same.
- ϵ , Grain size roughness, feet
- η , Dimensionless distance from solid boundary, y/s
- θ , Boundary layer thickness on the end wall adjacent to a disk, (θ_t , tangential, θ_r , radial-velocity boundary layer thickness when they differ), feet
- μ , Dynamic viscosity, lb-sec/ft²
- ν , Kinematic viscosity, ft²/sec
- ρ , Density, lb/ft³
- τ , Shear stress of fluid friction (windage), lb/ft²
- γ , $Q/(\omega a^3)$ = coefficient of through flow based on area a^2
- γ_t , $Q/(2\pi \omega a^2 s)$ = coefficient of through flow based on area $(2\pi a s)$
- γ_r , $Q/(2\pi \omega r_o s)$ = coefficient of through flow based on area $(2\pi r_o s)$
- ω , Angular velocity of rotor = $2\pi n/60$, rad/sec

Subscripts (see also definitions of main symbols having subscripts)

- a, Refers to values at $r = a$
- o, Refers to values when $Q = 0$
- r, Refers to values at any radius, r

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Numerical Example

From the numerical example in Step 2 above:

$$(N_{Ta})_i = 6.58 \times 10^3$$

By inspection of Fig. 5-1 for this $(N_{Ta})_i$ and $(b/r_i) = 0.10$, Eq. (7) yields a value of c_f no lower than Eq. (8), so Eq. (7) is the proper choice. Equation (7) yields:

$$c_f = \frac{0.476(6.58 \times 10^3)^{0.8}}{20,800} = 0.00184$$

and this result can also be obtained from segment cd of Figure 5-1.

Step 4. "Windage" Torque and Power

Evaluate the "windage" torque, M , and power, P , from Eq. (1) and Eq. (2) above:

Numerical Example:

$$\begin{aligned} M &= c_f(\pi r^4 L \omega^2 / g) \\ &= 0.00184 [\pi \times (0.30)^4 \times 2 \times 0.075 \times (377)^2 / 32.2] \\ &= 0.031 \text{ lb ft.} \\ P &= M\omega = 0.031 \times 377 \\ \text{so } P &= 11.7 \text{ ft lb/sec} \\ \text{and } q_w &= 1.358P = 15.9 \text{ watts} \end{aligned}$$

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A REVIEW OF CONFINED VORTEX FLOWS

by W. S. Lewellen

Prepared by

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
Cambridge, Mass. 02139

for

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION - Washington, DC - July 1971

5.4 Flow in the End-Wall Boundary-Layer

Confined vortex flow is usually considerably more complicated than the flow between rotating cylinders. In particular, the flow is complicated by the end wall boundary layers which have characteristic instabilities of their own. Some ideas on the conditions leading to transition in these boundary layers may be obtained by looking at the results of investigations into the stability of Ekman layers. The boundary layer on the axial end walls of a vortex chamber may be viewed as a nonlinear Ekman layer with the Rossby number of order 1 or larger. Here the Rossby number is defined as

$$R_o \equiv \frac{V_1}{\Omega r} \quad (5.4-1)$$

with V_1 the difference between the tangential velocity outside the boundary layer and that of the wall. The principal results of Ekman-layer stability investigations, as summarized by Greenspan (1968) are given in Fig. 5.5. Two distinct types of instabilities have been detected. The waves of both families form a series of horizontal roll vortices whose spacing is related to the depth of the boundary layer. Transition to general turbulence occurs at a Reynolds number somewhat higher than that for the onset of instability.

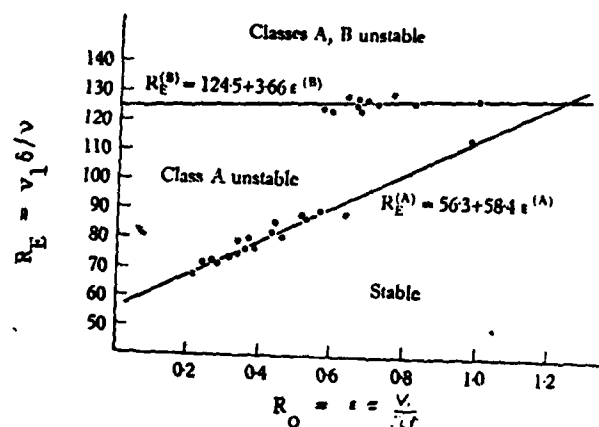


Fig. 5.5 The critical Reynolds number vs. Rossby number for Class A and Class B instabilities in an Ekman boundary layer. (Tatro and Mollo-Christensen, 1967).

The results of Fig. 5.5 can be used to estimate the transition Re_t for flow in the end wall boundary layer of a vortex chamber. For a stationary end wall

$$\begin{aligned} R_o &\geq 1 \\ V_1 &= \Gamma/r \\ \delta &= \left[\frac{\nu}{\Gamma}\right]^{1/2} r \end{aligned} \quad (5.4-2)$$

Therefore $\frac{V_1 \delta}{\nu} \geq 125$ whenever

$$Re_t \equiv \frac{\Gamma}{\nu} = \left(\frac{V_1 \delta}{\nu}\right)^2 \geq (125)^2 \quad (5.4-3)$$

i.e.

$$Re_{t(crit)} \geq 1.5 \times 10^4 \quad (5.4-4)$$

This suggests that the end wall boundary layer will transition from laminar to turbulent flow where Re_t is much above 10^4 .

It is not surprising to find that the oscillating profile distributions of the Ekman layer lead to instabilities at lower Reynolds numbers than do the monotonic profile distributions associated with a rotating disk. The flow field of a rotating disk becomes unstable when (Schlichting, 1968)

$$Re_t \equiv \frac{\Omega r^2}{\nu} \geq 1.9 \times 10^5$$

and transition occurs when

$$Re_t \geq 2.8 \times 10^5$$

In terms of the Reynolds number based on the boundary-layer thickness as in Fig. 5.5 this corresponds to $\delta V_1 / \nu = 550$ for the stability limit and 670 for transition. The instability in the rotating disk boundary layer is of the same type as the Class B in Fig. 5.5.

5.5 Stability in a Confined Vortex

The general flow pattern for a strong vortex as represented by Fig. 3.13 is too complicated for the prediction of general stability conditions, but some indication of the expected transition Reynolds numbers can be obtained from the

preceding sections. When the external boundary condition is a rotating, porous cylinder and there is radial inflow, turbulence probably first appears in the end wall boundary layers. According to the last section this should occur when

$$Re_t \geq 10^4 \quad (5.5-1)$$

Also, transition may be expected at a rather low Re_t in the region of $r > \hat{r}$ when the necessary condition on the Richardson Number is violated, i.e. transition should have occurred when

$$r^3 \left(\frac{dw}{dr} \right)^2 > 4 \frac{dr^2}{dr} \quad (5.5-2)$$

Since the approximate solution discussed in Section 3.5 calls for significant axial velocities in this region of $r > \hat{r}$ while at the same time calling for r to be essentially constant, flow in this region may be expected to be unstable.

These speculations are confirmed by Travers' (1965, 1967) experimental investigations. By taking microflash pictures of dye filaments in a water vortex, he was able to observe clear demarcations between regions of turbulence and apparently laminar regions and to identify the dividing line with the radial stagnation surface. An example of these photographs is reproduced in Fig. 5.6. For the conditions of the photograph ($Re_t \approx 1 \times 10^5$, $N \approx 30$, and $L/D \approx 3$) the end wall boundary layer should be turbulent and the \hat{r} based on turbulent boundary-layer calculation (see Chapter 6) falls close to the demarcation line between the laminar and turbulent region. This division of turbulent and laminar regions by the radial stagnation surface was observed for all tangential Reynolds numbers tested ($Re_t = .5$ to 2.5×10^5) whether the vortex was driven by rotating the peripheral wall, by injecting flow tangentially through slots, or by injecting through a large number of discrete jets.

Travers and Clark (1968) also demonstrated that a vortex with radial outflow is more unstable than that for radial inflow. A one inch diameter, porous tube was installed in the center of the vortex discussed in the last paragraph and also provisions made to rotate either the central tube or the end walls. For small amounts of outflow ($-N \leq 100$) the flow was turbulent for $r \geq 0.3 r_0$ and laminar for smaller radii when both the inner tube and the end walls were stationary (Re_t was varied from 1.2×10^4 to 3.2×10^5 for these

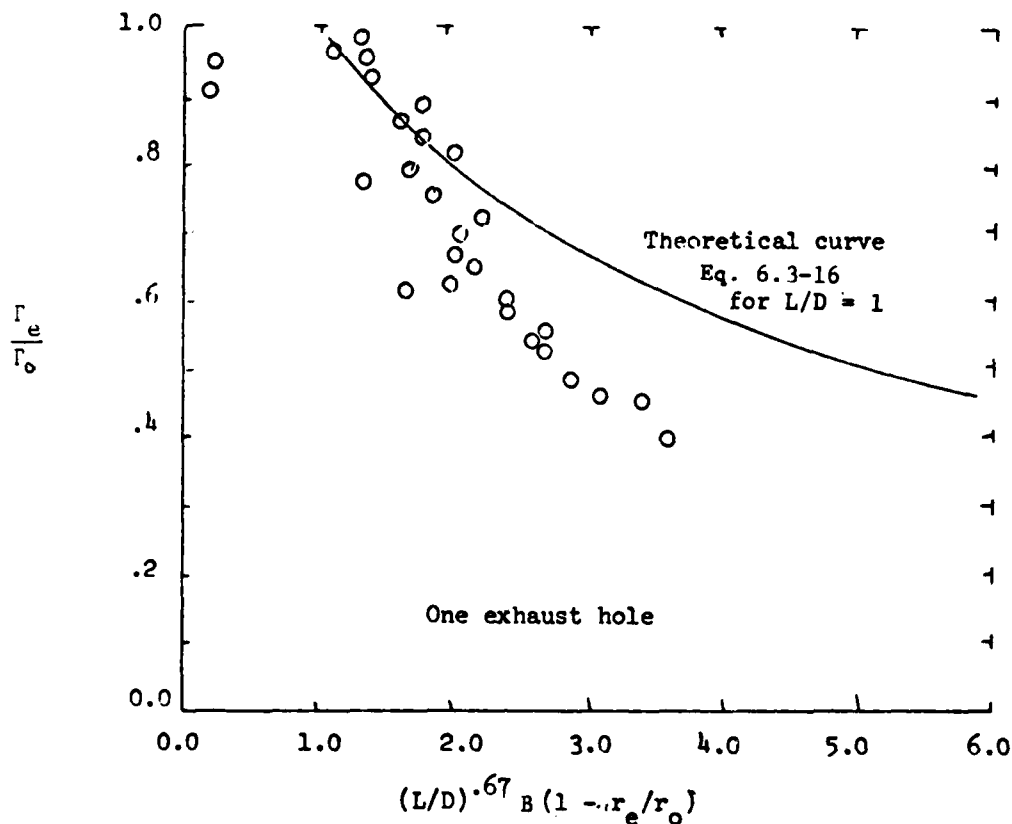


Fig. 6.9 The circulation ratio as a function of L/D , r_e/r_o , and the boundary layer interaction parameter for incompressible flows.

6.4 Cylindrical Wall Boundary Layer

Since the confined vortex is usually driven by tangential injection of fluid near the outer wall it is necessary to consider losses that occur due to shear on the cylindrical wall. This problem was considered for laminar flow in Section 3.8. Equation 3.8-1 may be applied to turbulent flow if τ_w is interpreted as the turbulent wall shear and μ in the last term is replaced by ϵ_T .

$$\dot{m} \Gamma_1 = \dot{m} \Gamma_o + 2\pi r_o^2 \tau_w - 2\pi r_o \ell \epsilon_T \frac{2\Gamma_o}{r_o} \quad (6.4-1)$$

The difficulty in applying this equation, of course, is involved in the uncertainty in these two parameters τ_w and ϵ_T . Most attempts at semi-empirically determining the jet recovery factor, Γ_o/Γ_1 , have neglected the last term involving ϵ_T . Thus implying that the wall boundary layer can be decoupled from the vortex core.

Kendall (1962) estimated values of Γ_o from end wall pressure distributions and used Eq. 6.4-1 with the last term neglected to determine τ_w . On this basis he found τ_w to be only about 10% above that which would be predicted for turbulent flow over a flat plate at the same Reynolds number based on the peripheral path length, $2\pi r_o$, and the wall velocity, Γ_o/r_o .

With $\tau_w = \frac{C_f}{2} \rho_o v_o^2$ and the last term neglected, Eq. 6.4-1 may be written as

$$\frac{\Gamma_o}{\Gamma_i} = \frac{1}{1 + \frac{C_f}{2} \frac{v_o}{u_o}} \quad (6.4-2)$$

Alternatively when all of the flow is introduced tangentially, with no compressibility effects

$$\frac{v_o}{u_o} = \frac{2\pi r_o \ell}{A_i} \quad \frac{\Gamma_o}{\Gamma_i} = \frac{A_w}{A_i} \frac{\Gamma_o}{\Gamma_i} \quad (6.4-3)$$

and Eq. 6.4-2 may be written in the form given by Roschke (1966)

$$\frac{\Gamma_o}{\Gamma_i} = \frac{[(2 C_f A_w/A_i) + 1]^{1/2} - 1}{C_f A_w/A_i} \quad (6.4-4)$$

Equation 6.4-4 is plotted in Fig. 6.10 with a number of experimental points from various investigators reviewed by Rodoni (1969). The general trend of the curve is supported but a wide variation in C_f is required to explain the scatter in the curve. A correlation of C_f as a function of tangential Reynolds number based on a comparison between this figure and Eq. 6.4-4 shows that it is equivalent to setting

$$C_f = \frac{0.29}{Re_t^{0.275}} \quad (6.4-5)$$

This is substantially different than that which would be predicted by the Blasius expression for a flat plate of length $2\pi r_o$, i.e.

$$C_f = \frac{0.052}{Re_t^{0.2}} \quad (6.4-6)$$

The large values of C_f obtained cannot be explained in terms of the ϵ_T term which was neglected in reducing Eq. 6.4-1 to 6.4-4. Including this term would only serve to increase the empirical values of C_f since it represents angular momentum which is transmitted by shear in the fluid radially outward to the cylindrical wall layer. One reason for the higher values of C_f is that local jet velocities may be much higher than the v_o which is used in the

APPENDIX V

FACE SEALS BIBLIOGRAPHY

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